

NUMBER SPECIFICATIONS

- Numbers must be a minimum of 14" in height and 2" wide on both sides of car. Rear numbers may be smaller. All numbers will be issued by Placerville Speedway Business Office. NUMBERS WILL BE IN ACCORDANCE TO THE REGULATIONS OR NO PAY OR POINTS to be issued for the program. All cars will be painted in bright colors and the numbers will be in contrast. All cars must meet the approval of the officials as to appearance. If a number isn't used at least once every 30 days it will automatically revert back to the Placerville Speedway. After December 1st ALL NUMBERS WILL THEN BE ON A FIRST COME, FIRST PAID BASIS.
- There will be NO duplicate car numbers.

SHUT-OFF VALVE REQUIREMENTS

- All cars must have a ¼ turn off valve on fuel line in driver's compartment accessible to driver and painted RED. Must be ¼ turn off type.

KILL SWITCH REQUIREMENTS

- Toggle or push-pull switch must be on a right side of dash in plain sight.

HELMET REQUIREMENTS

- Auto racing helmets must be approved by Snell Institute, Snell SA2000 or SA2005. For example, Bell, McCale type helmet.
- Helmets must be worn at all times while operating a car on the racetrack.

FIRE SUIT

- Any popular approved type. For example Simpson, Nomex, etc., any color is allowed. ALL drivers at all times must wear approved fire suits; for example while testing, hot lapping, running on the track and racing. Gloves, shoes and/or boots are optional. NO OPEN TOE SHOES!

SHOULDER STRAPS/HARNESS/SAFETY BELT REQUIREMENTS

- Shoulder straps or harness and safety belts are mandatory and shall be worn at all times when on track. Safety belts must be fastened behind the seat and at least 6" or lower below the shoulder and sub-marine belt. Belts to mounted to roll cage.
- Maximum age on belts 2 years.

GENERAL SAFETY REQUIREMENTS

- 1. A medical examination of all drivers may be required as needed by officials.
- 2. Fire extinguishers are required in the every pit by car in working order.
- 3. All accelerators must be equipped with safety toe strap and proper return springs. Two return springs minimum.
- 4. All wrecked cars must be inspected by a safety official before re-entering competition. A race car may be inspected by officials at any time.
- 5. Any car found to be illegal will be disqualified from competition.
- 6. Seat belts will be used at all times.
- 7. All moly or hiem ball joints will have flat washers installed.

ANY CAR, TEAM, OR DRIVER NOT MEETING PLACERVILLE SPEEDWAY SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND/OR PENALTIES.

TECHNICAL REGULATIONS

- An inspection of each car will be conducted by the Technical Official.

ROLL-OVER REGULATIONS

- Any car or driver rolling over will not be allowed to participate in any event that night, unless cleared through the track official. Any official may make comments in regards to the condition of the car and/or driver.

FLAG REGULATIONS

- 1. On the RED flag, two people may be on the race track with their car.

FLAG REGULATIONS (continued)

- 2. During a RED flag, any car being worked on upon the race track will be down one lap. However, if the car goes to the pits and starts in the back of the pack and takes the following green flag, they will not be down a lap.
- 3. Cars involved in an accident causing the yellow flag to drop, will start in the rear of the field and take the following green flag. Yellow flag laps will not be counted. Check with officials for ruling, in races over 25 laps in length.
- 4. In case of a complete restart cars will fall into position as the original lineup.
- 5. NO Racing to the yellow flag is permitted. Track officials will explain yellow flag rules.

RESTART REGULATIONS

- 1. Complete restart is only possible, if some of the cars get the green starting flag and some cars farther back in the pack get into trouble and cannot take the green flag. No loss of position or lap.
- 2. Green flag restarts after yellow flag. Restarts are possible for the same reason the car or cars get into trouble. Cars will be sent to the rear.
- 3. All starts and restarts, Nose to tail, NO passing is allowed until green flag is dropped were scored on the previous lap except the car or cars that rolled.
- 4. "Red Flagged" car must stop in a quick safe area, and do not pass if possible, the rolled over car. This is to avoid an unsafe condition. For example, fuel may be running down the track, etc.
- 5. Any car leaving the track may return when official directs traffic back onto track.

TRACK & PIT REGULATIONS

- 1. All cars will be required to pack the track for at least 15 minutes or 30 laps minimum.
- 2. Any driver who qualifies for the main event cannot complete in the semi as an alternate, but relinquishes all points in the main, but not the money earned.
- 3. If a driver is injured seriously, in the opinion of a doctor, a substitute driver may be used in the next event. A SUBSTITUTE DRIVER MUST HAVE PAID THEIR PLACERVILLE SPEEDWAY ANNUAL REGISTRATION. Last car a driver qualifies is the car he must drive. Car or driver may only run in two qualifying laps. A relief driver may be used during "OPEN SHOW" for same event. Upon pill draw a car becomes qualified.
- 4. If a car leaves the track (Placerville Speedway), for any reason and returns, the owner and driver must return with the same car and number.
- 5. NO changing of car numbers at the track.
- 6. A protest of car's legality must be filed within 10 minutes after final event. \$150.00 deposit is required with written protest. If car is legal the \$150.00 will go to the owner of the car. If the engine or fuel found to be illegal all money and points for the night, plus points to date will be forfeited. If the car is found illegal, the owner will be fined \$200.00 or 30 days set down. Points and earnings will be forfeited for that night. The \$150.00 deposit will be returned to protester, if the car is found to be illegal.
- 7. At NO time shall anyone run across the track while a race is in process. No one will be allowed in the infield except track personal.
- 8. All persons in the pit area must have stamp on the hand and have signed pit roster. There will be an additional \$5.00 pit fee for non-registrants of Placerville Speedway entering the pits.
- 9. Any car and/or driver after first guest appearance will not be scored for points and will receive NO money earned, until car and/or driver have paid their annual registration for Placerville Speedway.
- 10. Any car considered a hazard will be BLACK flagged from the track. Disobeying the BLACK flag, loss of position and possible fine.
- 11. Any car entering pits is presumed to be legal and may be checked before the race if desired.

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TRACK & PIT REGULATIONS (continued)

- 12. Placerville Speedway noise requirements will be strictly enforced. The DBA is 95@100 ft. measured from infield. ABSOLUTELY NO EXCEPTIONS!!!
- 13. THERE MAY BE A TIME SOME INCIDENT OR SAFETY REGULATION CAN BECOME QUESTIONABLE. IF IT IS NOT CLEARLY DEFINED IN THE REGULATION BOOK, THE OFFICIALS CAN AND WILL HAVE THE FINAL DECISION.
- **REGULATIONS REGARDING INJURIES**
 - 1. Any registrant at Placerville Speedway (on file) injured at Placerville Speedway or any racetrack and under treatment by a doctor, cannot enter pits. If injured person should be injured again before being released, the insurance company will not pay for the second injury.
 - 2. Any driver who has received an injury, cannot compete at Placerville Speedway until a signed medical release from their attending doctor is given to the referee or any Placerville Speedway official or promoter.
 - 3. All medical releases must be notarized and turned in at the pit gate.
- **FINE & PENALTIES**
 - 1. Track officials must submit their fines and penalties to the head referee. The head referee will be empowered to determine the fines based on the infraction.
 - 2. Fines may be assessed for foul driving, running past a wreck on a red flag and any other unsportsmanlike driving.
 - 3. NO Placerville Speedway registrant (owner, driver, and pitmen) is to be involved in any legal action against Placerville Speedway or the Promoter. It will automatically terminate their registration and points for the season.

APPOINTED REPRESENTATIVES

- In all cases not covered by the foregoing regulations, Placerville Speedway is empowered to apply the accepted regulations, as set up by the GENERAL REGULATIONS OF RACING. Where there is NO specific regulations to govern the occasion, the common sense, fair play shall apply.

MISCELLANEOUS ITEMS

- Registration: OWNER \$70.00, DRIVER \$50.00, PITMAN \$50.00
- 1. Any Placerville Speedway registrant may contact officials and report any illegal item or circumstances. The officials will check it out to his satisfaction (DO NOT ABUSE THIS REGULATION).
- 2. All fines must be paid before the next racing date.
- 3. There may be a tear down of any car at any time during the season at the discretion of officials.

GENERAL DESCRIPTION

- This class has been changed to try to utilize some of the heavier modified chassis and the older sportsman chassis. The weight rule, 2 barrel carburetor rule and tire rule should help keep costs down. With the wide variety of chassis it may become necessary to make weight adjustments to keep the racing competitive. The car should look like a late model sportsman and look clean each week. Any car not meeting appearance or tech rules will be put on the trailer.

BUILDING RULES

- 1. Pro stocks to be stock front clip chassis. Minimum weight 2950lb.,with driver. Maximum 51% rear weight. Maximum 56% left side weight. Weight may be adjusted be official if they deem necessary. Body to be approximately 72" wide with full nose piece, "Late Model Style".
- 2. Any 1955 or newer American made passenger car not less than 105" wheel base. NO jeeps, pick-ups, 4x4's, station wagons, or convertibles. Must be self starting.
- 3. Cars must be dechromed (except bumpers). Bumpers must be used. Bumpers MAY NOT have any sharp edges. Bumpers may be shortened, but may not extend beyond fender line. Bumper may be any stock passenger car bumper. Front bumper brackets and/or frame horns if replaced, must be replaced with one piece of steel plate attached to the end of frame rails, this plate to be no larger than 4"x4"x1/4" (one per side). Bumper to remain in...

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● **BUILDING RULES (continued)**

- the approximate stock location. NO added bracing of any kind.
- Bumpers must be securely fastened. Two individual safety chains must be installed on front bumper to prevent bumper loss. Front bumpers must be in place to race. Front bumper may be behind front nosepiece if OE came that way. Penalties will be assessed for bumpers falling on the racetrack. Side rub rails are optional 1" from body maximum, not to exceed past wheel. Maximum diameter 1 ¼" tubing only.
- 4. Battery may be relocated, must be fastened securely and have a protective marine type covering (fiberglass, plastic, or nylon). Subject to safety inspector's approval.
- 5. Approved racing seat only - subject to approval of inspection. Must be securely fastened to roll cage.
- 6. All flammable material must be removed; all glass except gauges must be removed. Left door panel must be removed for sidebars of roll cage; mandatory. Right side and rear window openings must be left unobstructed. Door bracing is allowed. Safety approved window net required on driver's side. Must be quick release. NO rear view mirrors.
- 7. Approved fuel cell required securely fastened in the trunk area. A fire shield of NO less than 18 gauge metal to be placed between gas tank and driver. This shield is to cover package tray also. Tank is to have a full sealing gas cap and a roll over vent. Fuel cell must have L shaped shield in front and bottom.
 - a) One maximum of 2" O.D. reinforcement pipe may be placed inside trunk of cars to protect gas tank. This pipe to be forward of bumper and no wider than sub-frame. NOT more than 2" x 1/8" L, iron to be used to make frame to mount fuel tank. Tank shall not extend more than 2" below the bottom of frame. All gas tank mounts subject to safety inspector's approval.
 - b) Fuel pump must mount in the original mounting position. No belt drive pumps, No electric pumps.
 - c) No alcohol, Must be Gas Only. No Additives.
- 8. Any passenger car rear end allowed. Locking rear end allowed. Full Floater rear end allowed. Quick change rear end allowed with spec gear. No springs or rubber allowed on Pull Bars or Torque Arms, must be solid one piece steel bar.
- 9. One, two barrel carburetor on any manifold. 1" inch adapter plate allowed. Safety tie down allowed. Solid motor mounts are permitted. The exterior of the engine must be stock appearing. NO aluminum blocks or heads. Distributors and coils are optional. NO magnetos. Roller cams and gear drivers are permitted. NO SLEEVED CARBURETORS / NO TITANIUM MOTOR PARTS. No Cool cans. No Dry Sump oiling systems.
- 10. Ground clearance optional.
- 11. Any springs in stock position. Weight jacks are permitted. aftermarket steel tubular upper A frames or control arms are allowed. Heavy duty or racing shocks are permitted with four shock maximum. One per wheel mounted in any position.
- 12. Wheels: Safety or truck spindles allowed, both sides. Steering and tie rods optional all wheels to be 3/16 centers or better. Wheel studs must be a minimum of ½" in diameter, Recommended 5/8" stud and nuts. Steering box must be in stock location. Track tire is EC 2 McCreary. Maximum wheel width 12". Beadlocks and Mud plugs permitted.
- 13. Roll bar to be constructed of black iron pipe or mild steel tubing 1 ¾"x .095 thick or 1 ½" x .120 minimum. NO galvanized pipe allowed. All welds gusseted. Gussets to be welded on both sides. Cage to be above driver's helmet by 2". Must have one bar front to rear approximately center top of cage. Cage to be attached to frame. Unbodied car attachment subject to safety inspectors approval. Cage will be supported at rear by two bars extending from top rear of cage to behind fuel tank. You may be asked to drill 1/8 inch hole where accessible for inspection purposes. 3 door bars on both sides. Unibody cars must have 2 x 4 sub-frame connectors.

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● **BUILDING RULES (continued)**

- 14. Full floor pans required or comparable metal covering from firewall to package tray and door to center of car, Drivers compartment. Driver's cockpit area must be 18 gauge steel. Bracing is prohibit forward of the firewall except for radiator support, front end loop and roll cage petty bars
- 15. All unibodies cars must have Sub-frame connectors mandatory with 2 x 4 tubing.
- 16. Aluminum body OK. Fiberglass hood and roof OK. (No fiberglass side panels allowed) Nosepiece Required.
- 17. All body parts must be securely fastened (subject to inspection). Maximum rear spoiler 8".
- 18. There must be a 360-degree steel loop around the drive line 6" (+ or -) behind the transmission tailshaft. Drive shaft shall be painted white or yellow for safety.
- 19. One quarter (1/4") 180 degree scattershield around bell housing on standard transmissions. Can be attached to floorboard. Optional on automatic transmissions. Subject to approval of officials. The scattershield must be 180 degree. Approved aftermarket steel bell housing may be used as scattershield.
- 20. All cars must be self-starting and be able to move forward and backwards smoothly. No hand valves on automatics. Transmissions must have at least one gear forward and one gear reverse, plus a neutral position and be shifted by driver. All race cars must join lineup on demand, unaided or go to rear on original start. All Cars must move smoothly and slowly thru pits. No bert or quick change transmissions.
- 21. Hood and trunk springs must be removed. Hoods and trunks must be bolted; chained shut or pin locked or hasp type acceptable. No one piece front ends. Hood scoops are allowed but may not extend more than 3" above hood surface.
- 22. All cars to have a minimum of half of the windshield area to be replaced with wire mesh of ¼" to ½" square in stock position or must have 3 posts or straps located in front of driver. Post to be built and attached securely. They may be built with ½" tubing or 1/8" x 1" strap.
- 23. Any radiator may be used and can be installed independent of front-end harness. Radiator protection allowed as per diagrams. 1 5/8" maximum diameter piping; no higher than hood or lower than frame horns. Bracing to extend rearward at approximate 45-degree angle to attach to frame. Protection bars not to extend beyond front frame horns. Protection bar will consist of not more than two vertical pipes and one horizontal bar with two 45-degree braces. Inside fender wells may be removed. Cutting must match contour of fender.
- 24. Charging system optional.
- 25. Mufflers mandatory. Type optional. Exhaust pipe must extend beyond driver's compartment. Mufflers to be securely fastened. Must be welded to head pipe. Track DBA requirements must be met. 95dba @ 100'. If you do not comply you do not run. Headers are allowed including 180 degree or over the engine type headers .
- 26. NO copper brake line tubing allowed. Three wheel brakes allowed. One front and two rear minimum working brakes.
- 27. All cars must have adequate towing hook or loop in center for tow truck front and rear. If no towing facility, you will be pushed to infield for remainder of that event.

● **Decisions of Placerville Speedway Official(s) are final and binding without exception.**



2008

Pro Stock Rules

- Interpretation of, or amendment to, these rules may be made; however, at any time. The rules and/or regulations set forth herein are designed to Provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all registrants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants.

● **GENERAL RULES**

- 1. Placerville Speedway Race Rules shall apply at all Placerville Speedway events.
- 2. Placerville Speedway Officials shall have full authority over Placerville Speedway Race Events. At the discretion of the Official(s) in charge, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions.
- 3. All Placerville Speedway Vehicles subject to inspection by an Official Tech Inspector at any time.
- 4. Approval of a Placerville Speedway Vehicle by the Official Tech Inspector shall mean only that the Vehicle is approved for participation in a competitive event and shall not construed in any way to mean that the inspected Vehicle is guaranteed to be mechanically sound. Be it further declared that the Speedway Tech Inspector shall not be liable, nor shall Placerville Speedway for any mechanical failure nor for any losses, injuries or death resulting from same.
- 5. Any un-sportsman like conduct by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by the Officials and will be strictly enforced. Owners and Drivers are responsible for the conduct and actions of their crewmembers. Owners will be paid all Moneys and must furnish the business office with their valid Social Security Number.
- 6. Absolutely NO Alcoholic beverages will be consumed by the drivers or their pit crews prior to, or during an event. Use, Distribution or sale of illegal drugs at ANY TIME shall be cause for immediate, indefinite suspension.
- 7. All people in the pits must be at least 16 years of age (proof of age required). Persons under 18 years of age must have a signed and notarized Parental consent form signed by parent of Legal Guardian and said document must be in the hands of the JPM Business Office Before participation.

● **PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY. ALL DECISIONS WILL BE FINAL AT THE PROMOTERS DISCRETION.**