2014 West Coast Sprint Car Division Technical Specifications

WARNING - These minimum chassis and safety requirements are to be used without warranty, written or implied. No warranty or representation is made as to these minimum requirements ability to protect the user from any injury or death. The user assumes that risk.

CA301 Inspections

A. All cars are subject to a pre-race technical and random post-race technical inspection to insure compliance with rules. Cars must present themselves in designated area for inspection. All cars deemed to be illegal in post-race inspection, will be disqualified, and may be suspended, fined, put on probation or other appropriate measure taken at the discretion of the Series Race Director. Disqualified means forfeiture of monies won and points earned. Suspended means not being allowed to compete for a specified amount of time. Fine(s) means monies levied against car owner and/or driver where car cannot be entered into event until penalties are paid in full. Officials may make modification to rules and procedures as unique situations warrant.

CA302 Design and Construction

A. All phases of design and construction are subject to the approval of the Technical Director.

B. The Chief Steward and the Technical Director may exclude any car, design or construction, which they deem unsafe or not meeting the specifications, the spirit and/or the intentions of the rules contained herein.

C. Any component used in the construction or assembly of the chassis and/or accessories, if constructed of carbon fiber material, must be approved for use by the USAC Technical Director prior to entering a competition.

CA303 Dimensions and Weight

A. The wheelbase must be at least 84 inches and no more than 90 inches. (See Illustration #3)

B. The overall length will be limited to a maximum of 14 feet.

C. Weights- All series sprint cars must weigh a minimum of 1,475 lbs w/driver @ any time.

All weight must be painted white and have your car number on it. **If you loose a piece of lead anytime thru-out the night (including hot laps), you are disqualified for the entire night.**

CA304 Car Construction and Body

A. All cars shall be rear drive only. The driveline and rear axle center section must be on the chassis centerline.

Only torque tube type drivelines using only one U-joint will be allowed. The torque tube must be bolted directly to the face of the rear axle center section without any interruptions; the torque tube must be one solid piece. All cars must be equipped with a drive shaft restraining hoop securely attached to the chassis. Minimum hoop material is one inch X .095 steel tubing

B. The driver shall be seated directly behind the engine and on the centerline of the chassis. The cockpit must be located directly behind the engine compartment.

C. The body must be sprint type and style, including the nose*, hood*, cowl* (*may be one piece), cockpit, side panels and tail.

All body panels must be readily removable. Body panels rigidly attached to the frame to prevent chassis flex will not be permitted. The car's bodywork must be on the centerline of the chassis.

Airfoils, wings, spoilers, or other aerodynamic appendages will not be permitted. The Chief Steward or the Technical Director may have any panel or part removed which in their opinion is not within the spirit or intent of this rule.

All body panels are subject to approval and/or modification as requested by the Technical Steward or the Race Director before the car will be allowed to compete. Side arm cover must not impede driver reasonable vision.

Body panels forward of the driver's seat shall not be higher than the arm guard. All panels must not extend outside of the frame confines. The rear "v" panels shall have a maximum dimension of 15" wide by 22" high.

Sun visors are limited to 9" in height and to be no wider than the roll cage. For fan recognition, it is required that all teams place the driver's name on the visor in large letters. If that space is requested by your sponsor, name must be on side of car and visible to Grandstands.

Side visors are permissible but must not extend more than 8" inches tall. Visors may not restrict driver's vision in anyway and is at discretion of USAC official.

The sides of the frame must be covered from the firewall to the leading edge of the seat.

D. All cars must have a floor pan, utilizing aluminum or equivalent alloy, under the cockpit area. The floor pan must extend from the engine plate to a point six inches past the leading edge of the seat

Floor pans must be bolted to the chassis in the cockpit area and should be mounted above the frame mounting tabs.

E. Oil tanks, water radiators, oil coolers and any remote engine accessory, including batteries, must be within the confines of the main frame tubes.

Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.

F. Rear view mirrors are not permitted.

G. All suspension bolts must be a minimum grade 5; titanium bolts are allowed.

CA305 Roll Cage (See Illustration)

A. All cars must have a roll cage, which is integral with the frame and does not encroach upon an imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening directly above the seat.

The roll cage must be adequately braced fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage must be gusseted in all four corners with tubular gussets 11/16" OD x .095 wall thickness or 7/8" OD x .065 wall thickness. Gussets must be attached a minimum of 2 inches from the centerline of the angle being gusseted. Roll cage gussets should be constructed as shown in Illustration #1.

The roll cage should extend four inches above the driver's helmet when seated in the driving position. And approved halo may be added to the top of the roll cage, if needed

B. All cars constructed after 1/30/2004 are required to have roll cages constructed of SAE 4130 tubing with a minimum OD of 1 1/2 inches and a minimum wall thickness of .095.

For all construction after 10/01/2004, the main uprights supporting the roll cage must be minimum 1 3/8 O.D. and .095 minimum wall thickness.

No water radiators or oil coolers are to be placed above or beside the cockpit opening.

CA306 Fuel System

A. A conventional tail tank, fuel cell and the fuel contained must be carried on the centerline of the chassis and be located behind the driver. The conventional tail tank shape cannot be modified. All cars must be equipped with a fuel cell and tail tank meeting the requirements of USAC and the SFI Specification 28.2.

B. The tail tank must be constructed and supported in a manner that will insure every possible precaution has been taken to avoid rupture or breakage.

All tanks must have a minimum of four mounts to the chassis. Mounting points, between the tail tank and the chassis, must have inner and outer plates attached to the tank shell. These plates must be of adequate size to insure the tank being secure to the chassis.

Fuel tanks may not be mounted to the chassis utilizing any portion of the access plates or the nut plates bonded into the fuel bladder.

C. The main fuel supply line must use high performance fittings and hose. Braided stainless steel AN line is recommended. . A manual or automatic fuel shut off at the tank is recommended.

D. A flush or screw type cap is mandatory. The tank vent must have a check valve. All access covers must be made of material equal to or greater than 2024-T4 aluminum, 3/16" thick.

E. It is recommended that fuel tank capacity be capable of running 75 combination green and yellow laps. Fuel tanks used in qualifying must be used in remaining events.

F. The engine must be equipped with a shut-off device located within easy reach of the driver.

CA307 Revolving Parts

A suitable guard must shield all revolving parts inside the cockpit.

CA308 Bumpers and Nerf Bars

A. The car must be equipped with a rear bumper securely fastened to the structural components of the chassis. The bumper should follow the contour of the tail and have adequate clearance to permit moving the car by the bumper.

B. Front and rear bumpers must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum of 1.0 inch O.D. and 0.065 inch wall thickness.

C. All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside edge of the tire when the right rear tire is set at maximum offset.

D. Nerf bars must be constructed of magnetic and or stainless steel (NO TITANIUM) tubing with a minimum of 1.0 inch O.D.and 0.065 inch wall thickness.

F. All bumpers and nerf bars, must be securely attached. Wire ties are not permitted.

CA309 Steering and Suspension

A. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.

B. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.

C. All cars are required to have a drag link strap.

D. Cockpit adjustable shock absorbers, roll bars or weight jackers are not allowed.

E. The use of carbon fiber or composite material as a structural component or suspension component is not allowed. Carbon fiber torque tubes are prohibited.

CA310 Axles

A. Independent suspension is not permitted.

The car's axles connecting the wheels must be of one-piece tubular construction without the capability of camber or independent castor adjustment to the wheel assembly. Offset kingpin bushings are allowed.

Any other construction will be considered as independent suspension.

B. Axle spools attached by the coping method must have the axle wrap around the spool at least two thirds of the spool diameter. Gusset plates are recommended on all spools.

C. All front axles must be constructed of SAE 4130 or a steel alloy equivalent in structural strength. It is recommended that front axles have a minimum of 2 1/4 O.D. and.120 inch wall thickness. Titanium front axles are not permitted.

CA311 Wheels

A. The rim diameter must be fifteen (15) inches.

B. The rim width for driven wheels is limited to a maximum of eighteen (18) inches on the right rear and a maximum of Fifteen (15) inches on the left rear. The rim width for front wheels is limited to a maximum of ten (10) inches.

C. Wheel assemblies, which utilize a separate wheel cover that attaches to the wheel, must have a register that is continuous with the outside diameter of the wheel cover to prevent slippage. The cover must be securely attached to the wheel assembly at a minimum three positions. Small bolts or sheet metal screws will not be acceptable. Access holes in the center of wheel covers may be plugged or covered with a soft material such as a plastic plug with a register.

D. All wheels are subject to the approval of the United States Auto Club. Wheel manufacturers shall submit a certified test report from an independent testing laboratory approved by USAC, showing dynamic radial fatigue, dynamic cornering fatigue test and minimum burst tests. All tests must meet or exceed USAC specifications.

E. Carbon fiber or plastic wheels are not approved.

CA312 Tires

A. **Right rear tire is a Hoosier 105/16 Medium only**. The left rear tire is open- Must be Hoosier only. Compound and size optional. Both front tires must be Hoosier Sprint Car tires with the compound optional. Tires may have optional width and height, except for right rear.

B. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited. NO CHEMICALS OF ANYKIND MAY BE USED ON INSIDE OR OUTSIDE OF TIRE.

Any tire that is found to deviate from the original factory specifications will be confiscated. **Absolutely no chemicals to be used on inside or outside of tires. If you need lubricant to your seat your tires on the bead, use soap and water. If any chemicals are detected, the tire will be confiscated and your purse money will be withheld. The tire will then be sent off to a laboratory to be analyzed. Random samples will also be taken through-out year. If the tire is found to be chemically altered, driver and/or owner will be fined and suspended. Amount of fine and length of suspension to be determined.**

CA313 Throttle

A. Throttle toe straps are mandatory. In addition, a minimum of three (3) return springs must be connected to the throttle and at least one of these must be connected to the butterfly shaft.

B. If the throttle is actuated by a cable, it must be the push/pull design.

C. The throttle pedal must have a wide-open pedal stop.

D. It is recommended that all cars utilize an emergency shut off switch in conjunction with the throttle return strap.

CA314 Brakes

A. All cars must be equipped with an effective braking system.

B. Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not acceptable anywhere in the system.

C. Carbon or carbon composite brake rotors and/or components are not allowed. Brake pad material is open.

D. If at any time during a competition it becomes evident that a car is without brakes, the necessary repairs must be completed before the car can continue in the competition.

CA315 Engine

A. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).

B. No aluminum blocks. No Titanium in engines, excluding valves and valve retainers.

C. **Engine Rules are as follows**: Legal ASCS spec cylinder head w/ 2 3/16 Injector/Restrictor**; or** 1 7/8" restrictors with any open head. Open head must be within 1 degree of OEM Head. Example: Chevy 23 degree plus or minus 1 degree. Ford 22 degree plus or minus 1 degree

D. Descriptions are as follows:

1. Spec Heads: Brodix heads part # 27-211, #27223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, **the only exception being**, inlet opening may be ground or polished 3/4 inches, or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spots. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially.

Brodix Ford Style Heads part # 27-233 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed no more than a 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Intake port at no time may exceed 200 cubic centimeters. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head. All spec heads must remain within 1 degree of the original manufactured dimensions. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks. Any internally repaired ASCS spec head must be re-certified by Brodix.

All spec heads must remain within 1 degree of the original manufacturing.

Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a $500 fine that must be paid before reinstatement.

2. Restrictor size for ASCS legal head:. 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Due to the manufacturing process, some 2 3/16 injectors maybe slightly larger. There will be a tolerance of .005 (2.192) on no more than 3 stacks. No throttle body or plenum type injectors. No down nozzle injectors.

3. Restrictors for all other open head: 1 7/8 inch maximum inside diameter of injector stack- 1.875 at least 1" in length of restriction for restrictor. **There is no tolerance**. These injector restrictors must be used with **any** non ASCS legal spec cylinder heads. ASCS Intake gasket is no longer recognized or used as a legal restrictor. Even if you leave them in, you have

to have the 1 7/8 injector restrictor. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Restrictors can be purchased from Steve Faria @ System One. 559-687-1955.

E. Electronic or timed fuel injection will not be allowed. Only one injector nozzle per cylinder. No down Nozzle Injectors. No injection nozzles drilled directly into head. No computerized injection. Injection throttle body must have one shaft operated round butterfly per cylinder. Slide or barrel injectors will be not allowed.

F. All oil pans must have inspection plug, pans without plug will be subject to pan removal at anytime.

G. Engines must be normally aspirated.

H. Only two valves and one spark plug per cylinder allowed. No big blocks.

I. **All heads must remain within 1 degree of original OEM valve angle. Example: Chevy- 23 degree + or – 1 degree,**

CA316 Fuel - Air

A. Fuel is restricted to Pure Methanol OR Ignite Ethanol only. The addition of any unauthorized material(s) to the fuel is strictly prohibited. NO FUEL ADDITIVES.

B. The addition of any material(s) to the intake air or the addition of any mechanical device(s) essential to the application of this material(s) is strictly prohibited.

C. Any device, which artificially reduces the temperature of the fuel, is prohibited.

D. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, as administered at the track, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

CA317 Ignitions and Electronic Equipment

A. All cars must be equipped with an ignition switch or emergency shut off located within easy reach of the driver.

B. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by USAC at any time. The maximum penalty for utilizing traction control is a one year suspension from competition and loss of all points earned for the season.

C. The use of electronic logic processors to control any function of the race car and/or any system for gathering continuous data from any function of the race car is strictly prohibited.

D. Data may be gathered from the engine; however, this data may not be in communication with ignition electronics except for the tachometer. A throttle position sensor (TPS) may not be part of the engine data collection.

E. All engine electronics must be mounted in Engine compartment. No engine electronics may be mounted in drivers compartment, except for Tachometer.

CA318 Exhausts

A. Any Muffler that meets 95 decibals @ 100ft requirement. Recommended Mufflers: Schoenfeld 14272735, Extreme 180 degree Muffler or Flow Master large Suitcase muffler part #53545-10

Any car loosing a Muffler during an event will be Black flagged from that event.

CA319 Seating System

A. Aluminum and approved composite seats may be used. The seating system should provide a lateral support on both the left and right sides. It is recommended that a suitable shield be installed between the driver and the rear of the cockpit.

It is recommended that the seat provide left and right lateral support for both the shoulders and head.

The seat bottom must be mounted on the centerline of the chassis.

The seat must be mounted to the chassis in a minimum of four positions with a minimum 5/16 inch steel bolt and nut. Each mounting hole in the seat must have a steel (minimum .060 thick) or aluminum (minimum .125 thick) doubler with minimum 2-inch diameter.

B. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.

C. It is mandatory that all cars have a headrest of high impact, shock-absorbing material meeting SFI Specification 45.2 behind the driver's head with a minimum thickness of one (1) inch. Seats with built in headrests must also comply with this requirement by having padding on the seat back or on the A-Frame behind the seat.

D. Seat Belts - All belts must have a label showing that they meet SFI specification 16.1 or 16.5. Both the fastening design and condition of the belt are subject to the inspection of the Technical Committee. Life of the belts in use shall not exceed two (2) years and must be date stamped by the manufacturer.

1. Seat belts must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.

2. Seat belts must come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chafing or cutting of the belt material.

3. Five or six point (crotch) belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

E. Shoulder Harness - The use of double over the shoulder straps is mandatory. All straps must have a label showing they meet SFI specification 16.1. Both the fastening design and condition of the straps are subject to the inspection of the Technical Committee. Life of the shoulder straps in use shall not exceed two (2) years and must be date stamped by the manufacturer.

1. Shoulder straps must be attached directly to a strong structural member of the chassis close behind the driver's head and neck. At points of attachment they should be four (4) to six (6) inches apart. They should be attached in a line approximately 90 degrees to the seat back and be approximately level with the top of the driver's shoulders. They should not be more than two inches below the through hole in the seat back.

2. Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chafing or cutting of the strap material.

3. Shoulder straps must be secured behind the driver's shoulders so that they are prevented from sliding sideways more than one (1) inch in either direction.

4. Two belts joining in a "Y" behind the neck to form one strap may not be used.

5. The shoulder harness should be worn as tight as possible.

CA320 Fire Equipment

A. On Board Fire Systems - It is strongly recommended that each car have built-in, operable fire extinguishing equipment with content of five (5) pounds located inside the car and within the wheelbase. Onboard fire systems should meet SFI Specification 17.1.

CA322 Safety Equipment

A. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

1. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceed the 2000 or 2005 Snell Foundation or SFI Foundation 31.1 Specifications and are labeled as such. Helmets will be subject to inspection at each event by the Technical and/or medical representative. The use of an approved head and neck restraint is highly recommended.

2. Uniforms - All drivers must wear fire resistant head sock/helmet skirt, underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrist and ankles. These items must meet SFI Foundation Specifications 3.2A and 3.3.

3. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.

4. Roll Cage Nets - It is mandatory that all cars be fitted with a roll cage net. All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism. The life of the roll cage nets shall not exceed two (2) years. Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage nets should be as close to the top of the shoulders as possible. Roll cage nets will not be required if an approved full containment seat is utilized.

5. Roll Cage Padding - All chassis protrusions, roll cage tubes and roll bars in close proximity to the drivers' helmet must be padded with a securely attached high impact material. This includes any vertical anti-intrusion supports alongside the driver.

6. Head and Neck Restraint - A SFI approved head and neck restraint system is highly recommended.

CA323 Hazardous Mechanical Conditions

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start in competition.

CA324 Car Numbers

A. All car numbers are assigned by the Director of Competition or his designate.

B. Every car must carry its assigned number prominently painted on the nose and on each side of the tail at least 12 inches high. The numbers must be legible and in contrasting colors. The final decision on the adequacy of the number will rest with the Director of Timing and Scoring.

C. Numbers 2 through 99 will be assigned to entrants on a permanent basis providing a car registration has been received prior to January 15 of each year. To be eligible to retain a number an entrant must have entered and/or made an effort to compete in 51% or more of the scheduled races in the previous season. The number 1 is reserved for the Champion driver and will not be reassigned. The use of number 1 is not cause to relinquish the competitor's permanent number. The Director of Competition may reassign numbers at the conclusion of the season. Any number released by a competitor must be reassigned by the Director of Competition. Numbers may be reassigned if the number was not actually used the previous season. Other numbers will be assigned in the order that requests are received.

D. After a number is assigned to a particular car and entrant, it will remain with the entrant until the end of the racing season unless reassigned by the Director of Competition.

E. Should two or more cars with the same number be entered in a competition, the Stewards will require one or more cars to be temporarily numbered or affix a VISIBLE letter next to number.

F. Drivers last name or Nickname MUST be on Sunvisor. Large enough to be legible from Grandstands. If that area is needed for a sponsor, name MUST be on side of car, legible from Grandstands.

Sprint Car Division Procedures

CA1301 Race Car Eligibility

A. Any car meeting, the Westcoast Sprint Car Series specifications will be allowed to compete.

B. Officials may take competitors out of competition if any car is ruled unsafe for its driver or competition.

C. Car having fines or restrictions against it must be totally cleared before entering competition. In the event that ownership of a car with a fine or suspension levied against it changes during the racing season, the fine or suspension must be cleared before the car will be permitted to resume competition in 360 Series sanctioned events.

CA1302 Driver Eligibility

A. A copy of Birth Certificate with county seal may be required to prove age. A notarized parental consent form must be on file with the Series office if under 18 years of age.

B. Every driver must attend drivers meeting or may lose 1 qualifying lap.

C. An injured driver, requiring a doctor's care, will need a release from said doctor, presented to Race Director, before being allowed to compete again.

D. It is mandatory that a new driver (Rookie to Sprint Cars) be required to start at the rear of the field, for 1 complete night of racing. After 1 race it is the Race Directors discretion on weather said driver is capable of starting in normal starting spot. It is also the Race Directors discretion on how many races said driver must start at rear of field. A yellow "rookie flag" must be displayed on rear of the roll cage, as designated by Race Director.

E. Any driver continually getting into trouble may be required to start in the rear until they demonstrate that they can operate safely in a competitive environment.

F. Any driver that must enter a back up car ANYTIME after qualifying, must start at tail of last available race. Example: if a driver is qualified for A main, but must enter back up car, he must start at tail of B-Main if there is one. Entry of back up car must be approved by Race Director.

CA1303 Qualification:

A. Any car not able to qualify within three positions of its original position in the qualification draw order may line up

at the end of the qualifying order with the loss of one lap from the qualification attempt and can start no better

than top 50% of A- feature. Car still gets qualifying time with no penalty other than starting position for A-feature.

B. Qualifying will consist of two consecutive laps. One-and-one format may be adopted at the discretion of the West Coast Series Race Director.

C. When a tow truck, push truck or race car interferes with the qualifier, they will be given another lap.

D. When a car spins out and must be pushed started, it looses that qualifying lap. When a car flips before a qualifying lap can be completed, it loses qualifying opportunity and will be treated as a car that did not attempt qualifying, and placed at rear of heat race line up.

E. Once driver pulls into the pits or off the track after one qualifying lap those still on the green, qualifying is complete.

F. Qualifying will not be extended to permit re-qualifying of cars in violation of muffler requirements.

G. All cars will be required to run the muffler used for qualifying for the remainder of the program (refer to the muffler stipulations in exhaust section).

H. An eligible driver can qualify only one car for the program. In the event that two drivers qualify one car, the official time posted will be that of the last driver to qualify; that last driver must run the last car qualified and compete in that car in at least one event before changing to another car.

I. A driver may not change cars, unless his/her original car has been scratched for the evening. Any substitute driver will start at the rear of the field regardless of qualifying positions of the car.

J. No driver change will be permitted after the initial start of the any event. After any race's original green flag is dropped, no driver-car combination may be broken.

K. Once qualifying has been completed, no other cars will be able to qualify for that class. Car must be complete and presented at line with a driver ready before the last car completes its timed lap in order to qualify. Cars are arriving after qualifying may be added to the rear of the field, at the discretion of the Race Director.

L. Cars may qualify for one program only. The same car may not be used to run two different programs. Each requires a separate entry. Rules apply only to the car, not the driver.

M. At certain events, cars might qualify in groups using the fastest timed lap in a predetermined period as the official qualifying time.

N. In the event of a tie in qualifying, the car with the fastest second lap will be awarded the higher qualifying position

O. If you do not pill draw before pill draw closes, you will only receive 1 lap at the beginning or end of qualifying. Qualifying position will be determined by series race director and can start no better than top 50% of A- feature. Car still gets qualifying time with no penalty other than starting position for A-feature.

P. **In the event that qualifying is not an option or has been cancelled**, A passing point system will be implemented. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position. Top 6 in passing points will be inverted in the A Main Event. Top 16 point earners (heat race winners plus balance of top point earners) will transfer automatically to A Main Event. Balance of the "A" Feature and "B" Feature(s) lined straight-up according to passing point totals. Heat race winners will automatically transfer to A-Main, but may not be in the invert. Points will begin from starting position when yellow light is turned out to begin race.

CA1304 **Heat Races:**

A. Heat races will be 8 to 10 laps in length, and contain no more than 10 cars per heat race. The number of laps and cars per event will be at the final discretion of the Series Race Director and based upon the number of cars entered in the event.

B. The number of heat races per event will be based upon the car count, at the discretion of the Series Race Director.

C. The top 6 qualifiers in each heat shall be inverted, with the balance of competitors to be straight-up on time. Finishing positions 1-4 will go directly to the A Main Event and be lined up according to qualifying time with the fastest 6 qualifiers inverted. Finishing position 6-10 will go directly to the B Main Event

CA1305 **"B" Main Event:**

A. May be 8-12 laps and may be limited in time at Series Race Director's discretion.

B. B Main transfer cars will line up according to qualifying time but will not be eligible for the top 6 invert. B Main Event cars can start no better than 7th position.

C. The B Main starting lineup will be straight-up based on qualifying times.

D. B Mains are at discretion of Promoter and Series Race Director. B Main may be scratched and extra cars added to tail of Main Event depending on total car count.

CA1306 **"C" Main Event or "Last Chance Qualifier:**

May be added at the discretion of the Series Race of Director based upon car count.

CA1308 **"A" Main Event:**

A. 30 laps in length

B. 22 Car Main Events

C. The Westcoast Sprint Car Series feature event shall not be on a timed clock other than for the purposes of completing a program on time. This shall be at the discretion of the Series Race Director in conjunction with race Promoter.

D. Top 4 finishers to stop on front stretch for awards and interviews. Top 4 then proceed to tech area.

E. The top four finishers may be inspected plus one random at the discretion of the Tech Official and/or Series Race Director.

Start

Finish	1	2	3	4	5	6	7	8	9	10	11	12
1	**100**	105	110	115	120	125	130	135	140	145	150	155
2	91.5	**93**	98	103	108	113	118	123	128	133	138	143
3	83	84.5	**86**	91	96	101	106	111	116	121	126	131
4	74.5	76	77.5	**79**	84	89	94	99	104	109	114	119
5	66	67.5	69	70.5	**72**	77	82	87	92	97	102	107
6	57.5	59	60.5	62	63.5	**65**	70	75	80	85	90	95
7	49	50.5	52	53.5	55	56.5	**58**	63	68	73	78	83
8	40.5	42	43.5	45	46.5	48	49.5	**51**	56	61	66	71
9	32	33.5	35	36.5	38	39.5	41	42.5	**44**	49	54	59
10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	**37**	42	47
11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	**30**	35
12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	**23**

CA1309 **Red Flag Procedure:**

A. All red flags will be considered CLOSED REDS (no crew to car) until or unless otherwise designated. Arguing or fighting with officials monitoring red flags will result in car being sent to rear of the field or disqualified. No work is to be performed on the track; cars must be moved into designated red flag work area.

B. CLOSED RED: NO crew persons allowed on track.

C. OPEN REDS: Will be designated by both the red and green flags displayed at the flag stand and/or red and green safety lights. All cars must stop in the designated red flag stopping area unless it is unsafe to roll there. Transportation will be arranged. Open red flags will be used only when conditions warrant it. If a tire is taken off car, you will go to rear of field on restart. No Jacks. Tires of car cannot leave the ground or you will be sent to the rear of the field on the restart. Under an open red flag, crew members may make chassis and suspension adjustments. NO WHEELS or TIRES REMOVED. Cars must be in designated work area to change wheels or tire. Penalty for rule violation: restart at the rear of the field.

CA 1311 **Points**

All competitors will start each racing season with no points. USAC will keep an accurate and timely record of accumulated points.

Selection of Champions & Ties

At the close of the racing season, the entrant and driver with the highest number of points respectively shall be declared the divisional Champions. In the case of a tie in accumulated points for the champion's position, the tie will be broken by a tally of first-place finishes. If still tied, a tally of second, third, etc. finishes will be utilized until the tie is broken.

If a tie cannot be broken by the above tiebreakers, the champion will be the driver or entrant who amasses their point total first. Ties for positions two through ten will be broken by awarding the position to the driver or entrant who amasses their point total first. Ties will not be broken for positions eleven through the remaining participants.

Competition Point Schedules

Qualifying/Passing Points		Heat Races		Semi Feature		Feature Event	
6	1st	8	1st	4	1st	60	1st
5	2nd	7	2nd	3	2nd	57	2nd
4	3rd	6	3rd	2	3rd	54	3rd
3	4th	5	4th	1	4th	51	4th
2	5th	4*	5th*	1		48	5th
1	6th	*3**	6th*	1		45	6th
				1		42	7th
				1		39	8th
		Balance of Field:		1		36	9th
						33	10th
						31	11th
						29	12th
						27	13th
						25	14th
						23	15th
						21	16th
						19	17th
						17	18th
						15	19th
						13	20th
				Balance of Field:		13 each	

* 1st point earner in B-Main is first non transfer in B-Main.

1. *These points are only awarded to entries finishing 5th or 6th in a Heat Race and transferring directly to the Main-Event.
2. Participants earning Heat Race points will not be eligible for Semi-Feature points.

CA 1312 Misc. Safety:

1. No “Hot Lapping” on track before any event thru-out the night unless being directed to by track officials. If you do hot lap before an event, you will be sent to the tail of the field for that event. **This is a serious safety issue, because of the fact that there are officials on the track before an event!**
2. **ONE WAY RACE RECEIVERS (Nitro Bee) MANDATORY. You may not enter track at anytime without Race Receiver on. Failure to do so may result in a 2 position penalty for first offense. Race Receivers are a one-way communication radio between Race Director and racers.**

CA 1313 Race Procedures:

Original start

1. Original start of race will be by flagman waving green flag. Flagman will wave flag at same time as pole car reaches the cone or line in turn 4
2. In the event of a caution on the 1 lap of a race, all cars that come to a stop will be lined up at the tail of the field and considered involved.

Restarts

1. Restarts are to be single file, nose to tail.
2. No passing until after the restart cone, which will be placed between turns 4 and flagman

3. Any car passing before the cone will be penalized 2 positions for every car passed. Any car going under or hitting cone will be penalized 2 positions. Penalties will be accessed at next caution period or after race if there is no caution period.
4. All lap cars will be sent to the rear on any restart with 5 or less laps to go.
5. In the event of a caution with 5 laps or less left in the Main Event, cars will be lined up in the following order:
   A) Lead lap cars
   B) Lead lap cars involved in caution
   C) Lap cars
   D) Lap cars involved in caution
   E) All cars that enter pits/work area, lined up in order at tail in the order they re-enter the track.

Caution Flags

1. Any car that stops on the track, for any reason, will be sent to the back of the field on the restart.
2. Any car that does a 360 and brings out a yellow flag will be sent to the rear on the restart.
3. Any car or cars involved in bringing out a yellow or red flag will restart in the rear.
4. All cars restarting in the rear, will be lined up according to the order they were running on the last complete lap. With the exception of the car responsible for causing the caution.
5. Any car that receives 2 charged stops will be black flagged for the remainder of that race. In other words, if you stop on the track twice and require a push start, you will be black flagged.
6. There will be no designated courtesy laps for cars that leave the track and were not involved in the caution. If time is permitting, the race director may elect to give 1 or 2 courtesy laps to a car that pulls in the pits during caution period.

USAC WEST COAST SPRINT CAR OFFICIALS RESERVE THE RIGHT TO CHANGE AND OR ALTER RULES AND PROCEDURES IN THE INTEREST OF FAIR COMPETITION. (No rule or situation is perfect)