

## 2021 West Coast Sprint Car Division Technical Specifications

### CA301 Design and Construction

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

### CA302 Dimensions and Weight

- A. The wheelbase must be at least 84 inches and no more than 90 inches. Centerline rear axle to front king pin center line.
- B. The overall length will be limited to a maximum of 14 feet.
- C. Outside of the right rear wheel, at the outside bead seat cannot exceed 46 inches from the centerline of the rear axle center section.
- D. The right front tire cannot be farther out than the right rear tire when the right rear wheel **is** set at maximum offset. (as measured straight line along outside RR to outside RF) Overall width is not limited.
- E. Cars with open head must weigh a minimum of 1475 lbs. including driver.  
  
Cars with ASCS head must weigh a minimum of 1450 lbs including driver.
- F. Additional bolt-on weight must be mounted and fastened to the frame and/or chassis in a secure manner. Weight must be mounted in an area between bottom frame rails. Front and rear axles and no higher than mid rails at cockpit All weight must be mounted within confines of frame. No weight may be added during yellow or red flag.

### CA303 Car Construction and Body

- A. All cars shall be rear drive only.
- B. Only torque tube type drivelines utilizing 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 or strap securely attached to the chassis, minimum hoop material is 1-inch X .065 steel tubing. *A driveline containment system utilizing steel shield bolted to engine plate or containment blanket to cover torque bag and u-joint is highly recommended.*
- C. Radius rods may not be attached within the confines of the cockpit. All radius rods must be one piece, no spring rods or shock dampers.
- D. The driver shall be seated directly behind the engine; centerline of top of seat at the driver's helmet can be no more than one (1") off centerline of roll cage.
- E. Only standard type Sprint Car bodies, tail tanks and hoods will be permitted.
- F. The front part of the body, known as the nose assembly. shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The nose assembly may not extend forward beyond the confines of the front bumper. (Section 306 for bumper rule)
- G. Any item added to resemble imitate and/or specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect engine and brake system will not be permitted.
- H. All cars required to run a full sprint-type hood. Side panels covering the sides of the engine and/or vertical spill plates may not extend vertically more than 1 (one) inch higher than any part of the hood covering the engine bay behind the front engine mount.
- I. Radius rod protectors will be permitted. Vertical opening ten (10) inches in height by twenty-four (24) inches long and extend no more than four (4) inches from outside edge of lower frame rail.
- J. Right side cockpit panels must have a minimum opening of one hundred (100) Square inches. Panels that restrict driver's vision at the discretion of USAC officials will not be permitted.

- K. Left side cockpit panels may be thirty-four (34) inches high as measured from the bottom of main frame tubes at the engine plate and projected rearward twenty-one (21) inches.
- L. An effective firewall must be installed between the engine compartment and the cockpit. It must be as leak proof as practical.
- M. The motor plate may not be made from carbon fiber, or any type composite materials
- N. All paneling must not extend past edge of frame rails more than thickness of panel material.
- O. One (1) with turnout allowed on all body and sail panel edges, except sun visor.
- P. Sun visors must not extend forward more than Nine (9) inches from the front of the forward most edge of the roll cage/halo tube and may not be wider than the width of the roll cage, sun visors must be flat on both sides. *For fan recognition, all teams are encouraged to place me drivers' name on their visors in large letters.*
- Q. 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.
- R. Water radiators, oil coolers, battery and any remote engine accessory, must be within the confines of the main frame tubes located between front axle and rear engine mounting plate.
- S. Panels attached to nerf bars will not be permitted.
- T. Rear view mirrors are not permitted.

**CA304 Roll Cage and Chassis**

- 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 should extend four (4) inches above the driver's helmet when seated in the driving position.
- B. The following are the minimum frame/chassis material requirements. Must be constructed of 4130 normalized tubing or equivalent.
  - TOP RAILS 1 1/2" x .095"
  - BOTTOM RAILS 1 3/8" x .083"
  - ROLL CAGE UPRIGHTS 1 3/8" x .083"
  - ROLL CAGE CROSSMEMBER 1 1/2" x .095"
  - UPPER RAILS 1 3/8" X 083'
  - REAR END SAFETY BAR HIGHLY SUGGESTED 1' x .083"
- C. Maximum width of main frame tubes 29 1/2 inches

**CA305 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. All cars must be equipped with a tail tank and fuel cell/bladder meeting the requirements of USAC and the SFI Specification 28.2.
- B. All tanks must have a minimum of four mounts to the chassis.
- C. 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. Exception is a secondary mount attached to the top plate to prevent the fuel tank from separating from the chassis in the event of failure of the primary mounts.
- D. Fuel shut off valve within drivers reach mandatory.

**CA306 Bumpers/Nerf Bars**

- A. The car must be equipped with a rear bumper at all times.
- B. Front and rear bumpers and 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.

- C. All cars must have a tubular front bumper extending no more than 23 inches from the leading edge of front axle and 8" inches from frame. Bumpers must be constructed so as not to cause a safety hazard.
- D. Nerf bars cannot extend beyond the outside edge of the tire at any time.

**CA307 Steering and Suspension**

- A. Removable steering wheels incorporating a quick release mechanism conforming to SFI Specification 42.1 are mandatory. Pip pin type mechanisms are not allowed.
- B. No rack & pinion steering allowed
- C. Welded aluminum or titanium suspension parts prohibited for the exception of Jacobs ladder (watts link)
- D. Drag link strap mandatory.
- E. Drag links and tie rods be constructed of 4130 or magnetic steel 1.0 inch O.D. and 0.58 inch wall thickness with no swedging of ends. Magnetic heim joints (rod ends) mandatory on drag link and tie rod.
- F. No electronic weight, shock, sway bar or any suspension item adjuster
- G. Independent suspension is not permitted
- H. Only Front axles made of magnetic steel will be permitted. The minimum sizes permitted will be **2"x .156, 2 1/4" x .120, 2 3/8" or greater x .095**
- I. Front axle tether systems are mandatory. (2) chassis and (1) king pin to king pin.

**CA308 Wheels**

- A. Plastic and/or carbon fiber wheels are not permitted.
- B. The wheel diameter must be fifteen (15) inches.
- C. Front wheel(s) width is limited to ten (10) inches.
- D. The wheel 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.
- E. A USAC approved tire bead locking device must be used on the outer bead seat of the right rear tire and wheel assembly.
- F. All wheels and wheel centers are subject to the approval of the United States Auto Club.
- G. All bolts are mandatory in bead lock and wheel centers.
- H. Digital Bleeders are allowed. Air may not be introduced to the tire. Bleeders may not be controlled remotely
- I. Any wheel cover dislodging under racing conditions will be subject to a fine. No specifications will be mandatory as to how wheel covers are attached unless track rules dictate otherwise.

**CA309 Tires**

- A. Hoosier 105/16-15 MEDIUM, 105/18 – Hard and F-85A are the only approved right rear tires.
- B. National, USAC/CRA, Southwest, West Coast 360 must utilize Hoosier tires on all four corners.
- C. Any solvents or chemicals applied in any way to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer or construction is prohibited. Any tire can be confiscated at any time. Penalties from tire found to deviate from the original factory benchmark specifications are as follows:
  - First Offense – Entrant/Driver 6 race suspension, loss of points and forfeit purse for that event. \$2500 fine.
  - Second Offense – Entrant/Driver 1-year suspension, loss of points and forfeit purse for that event. \$10,000 fine.
- D. Tire protest is \$500.00 fee to be paid to competition director before event. If tire sample is found illegal, protest fee is returned. If tire sample is found legal, the protested entrant will receive a new tire replacement.

**CA310 Throttle**

- A. A minimum of two (2) return springs must be connected to the throttle.
- B. If the throttle actuating mechanisms is the cable type, the cable must be encased.

**CA311 Brakes**

- A. Carbon fiber or carbon composite brake disks or components are not allowed.
- B. 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.

**CA312 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 2 3/16 with any open legal head. All Open head must be within 1 degree of OEM Head. **All heads ASCS and Open must be: Chevy 23 degree plus or minus 1 degree. Ford 20 degree plus or minus 1 degree. Dodge 18 degree plus or minus 1 degree.**
- D. Descriptions are as follows:

**1. Spec Heads: Cylinder Heads**

List of Cylinder Heads approved for ASCS competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. 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. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. 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. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

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 or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks.

Valve angle and placement may not be altered in any way.  
No welding of any kind, internally or externally, is allowed.

**Guidelines regarding porting and polishing:**

1. Intake port openings must match the following:
  - A. ASCS Chevy- FP #1206 or equivalent
  - B. Ford- FP#1262 or equivalent
  - C. Mopar- FP#1213 or equivalent

Porting and polishing of intake ports is allowed with the following restrictions:

- A. All ASCS logos must remain completely intact.
- B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions ASCS tracks.
- C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.

Absolutely no exhaust port relocation, raising, enlargement or reshaping of any kind.

- A. Polishing is allowed as long as the original ASCS logo is not affected or port shape is not altered substantially.
- B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.

1. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

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 - 2.1875 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). No throttle body or plenum type injectors. No down nozzle injectors.
3. **Open head:** 2 3/16 inch maximum inside diameter of injector stack- 2.1875 at least 1" in length of restriction for. **There is no tolerance.** ASCS Intake gasket is no longer recognized or used as a legal restrictor. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.
  - 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. All heads ASCS and Open must be: Chevy-23 degree plus or minus 1 degree. Ford-20 degree plus or minus 1 degree. Dodge-18 degree plus or minus 1 degree.**

**CA313 Fuel**

- A. Pure Methanol is the only approved fuel.
- B. All fuel is subject to testing at any time. Any fuel that does not conform to the USAC standards, will be considered illegal. The use of illegal fuel could result in disqualification from the event and/or the entire program.

**CA314 Ignitions and Electronic Equipment**

- A. All cars must be equipped with one (1) ignition switch or emergency shut off located within easy reach of the driver.
- B. Electronically controlled fuel injection systems shall not be permitted.
- C. Only magneto type ignitions will be permitted. A single crank-trigger type system as back up ignition system will be permitted. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dash within drivers reach.
- D. 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.

- E. The use of any data collection device is not permitted.
- F. Electronic ignition is not permitted
- G. Tachometer only item permitted to record data, RMP only.
- H. Multiple coil pack ignitions not permitted

**CA315 Exhaust/Mufflers**

- A. **Effective March 9, 2018 all West Coast Sprint Cars will be required to run one set of the following mufflers at all race tracks.**
    - 1. **EXTREME MUFFLER: # 6014-3535, or 3615-3535**
    - 2. **SCHOENFELD# 14272535, or 14272735-78**
    - 3. **FLOWMASTER# 53545-10, 13516100, or 13516101**
    - 4. **B&B# FRAC-0375S**
    - 5. **SPINTECH# 1545P SUPER STOCK**
- **Please note that just because you have one of these sets on does not make you automatically legal. You must still meet the race tracks sound requirements of 95db @100 ft. Some muffler combinations are louder on some engines than others.**

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

**CA316 Safety Equipment**

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.

- A. Approved aluminum and composite seats may be used, no fiberglass. Seats must be mounted with minimum of 4 bolts 5/16 diameter. Seats must be installed and used in accordance with manufacturer's instructions. Approved full containment seats are required.
- B. 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.
- C. Seat belts must meet SFI 16.5 or SFI 16.1 be within manufacturer expiration label. (must have label). Seat belts must be installed and used in accordance with manufacturer's instructions.
- D. Helmets - All participating drivers must wear safety helmets designed specifically for auto racing that meet or exceeds the SA 2005 or SA 2010 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.
- E. Uniforms - All drivers must wear fire resistant underwear, socks, shoes, gloves and a one-piece uniform fitted snugly around the neck, wrist and ankles. It is recommended that you also wear a fire resistant head sock and/or helmet skirt. Recommended all above items meet SFI Foundation Specifications 3.2A and 3.3.
- F. Arm Restraints - Arm restraints are mandatory and must be worn at all times during competition.
- G. Roll cage nets will not be required with full containment seats
- H. Roll Cage Padding conforming to SFI specification 45.1 is *Highly recommended with full containment seat.*
- I. *A SFI approved head and neck restraint system is highly recommended.*
- J. One-way radio mandatory, (Racing Electronics Switchr, Sololl, Sololll – Frequency 464.5500) two way radio communication will not be allowed.
- K. Wi-Fi, cellular, or satellite device (including cell phones and smart watches) in or attached to the race vehicle or the driver will not be permitted.
- L. All forms of vehicle position system (GPS) will not be permitted.



**CA317 Car / Driver appearance**

- A. USAC series logo must be placed on top section of sail panel right and left side for contingency programs and point funds. USAC sponsor logo(s) must be placed on right and left lower cockpit side panels to be eligible for contingency programs and point fund.
- B. Car numbers must be displayed in three (3) areas, one (1) each side of tail and one (1) on front section of hood.
- C. Drivers uniforms must display USAC logo on upper RH or LH chest to be eligible for point fund.

## Sprint Car Division Procedures

**CA1301 Qualification Order / Draw**

All entries in the race, including post entries, are eligible to participate in a single drawing for qualifying order. The designate time for draw will be posted at the track (USAC vehicle) if participant fails to draw within designated time USAC will draw for them. **YOU MAY ONLY DRAW FOR ONE (1) ENTRY PER DRIVER.**

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

**CA1302 Qualification Procedures**

All qualifications will be held in accordance with PART VIII in the current USAC Rule Book and the Official Entry for the event with the following additions and exceptions.

1. 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.
2. When a car spins out and must be pushed started, it loses 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.
3. Once driver pulls into the pits or off the track after one qualifying lap those still on the green, qualifying is complete.
4. Qualifying will not be extended to permit re-qualifying of cars in violation of muffler requirements.
5. 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).
6. Any car that has not completed their qualification attempt will have 60 seconds from the completion of qualifications to present the car to be qualified 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.
7. In the event of a tie, the tie breaker will be competitor with the second fastest time.
8. Any replacement(s) or alternate(s) necessary to complete the starting field for a race will be based upon the posted results of the qualifying race(s) and/or the fastest official qualification time, or by draw order if no times are posted, and will be lined up at the rear of the starting field.
9. When the field of cars is insufficient to comprise a complete program, a car unable to qualify will be able to start last in the first available event. If more than one such car qualifies for the feature, these cars will be placed at the rear of the field in the order of their qualifying draw.
10. The Chief Steward is empowered to change the event format, including the number of laps run, as set forth in the Official Entry when unusual circumstances arise that demand this action.
11. All cars, unless noted in the driver's meeting will go directly to scales post qualifying. If car misses scale and returns to their pit or car found to be light, will be scored last position. *Extenuating circumstances will be considered.*
12. In the event of over 36 cars in competition with a standard format, a split-qualifying format would be in effect. Cars in group

One qualify into the first two heats, with cars in group two filling into the last two heats. From there, a standard format is followed with the overall qualifying seeds being meshed together, with the group including fast time taking all off positions.

### CA1303 Drawing for Starting Positions

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.

The Chief Steward has the authority to select and/or amend these procedures in unique situations.

### Start

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

### CA1304 Stopping on Course

A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the rear of the starting field, exception is safety issue.

There is no 2-stop rule. However, the race director has the discretion to park a car who has stopped twice or more and is delaying the program or is having mechanical problems.

### CA1305 Yellow Flag

1. Cars stopped on the course and restarted will be placed at the rear of the field.
2. If the yellow flag is displayed before the field completes the first lap, a complete, and two abreast restart will be made with the exception that any cars not completing the first lap, or stopping, will be placed at the rear of the field. If more than one (1) car in either lane cannot make original line up, USAC will use crisscross procedure to establish new line up.
3. If the field completes the first lap under green, the first lap shall be scored. Any subsequent yellow flags will result in a single file restart lineup. This lineup will be determined by the last completed lap scored under the green flag.



- Any car not completing the lap in which the yellow was first displayed, shall be considered involved in the incident and placed at the rear of the field.
- If an incident occurs on the first lap where the yellow is displayed, and after running laps under yellow it becomes necessary to display the red flag, the restart lineup will be based on the yellow flag procedure and cars involved must start at the rear of the field.
- A car unable to start a race that is later red flagged can enter the restart lineup at the rear of the field.
- During a caution period a car may be called into the “designated pit area”, using the Black Flag for inspection by the Officials. If the car is determined to be safe to resume racing, and no work of any kind is performed, it may return to its previous position.
- Inadvertent yellow: A car that an inadvertent yellow is displayed for will be positioned in order of positions lost. Example. USAC throws a yellow for a car that appears to spin but does not, the car continues and loses 2 positions in process. The car that the inadvertent yellow was thrown for would line up for the restart behind the 2 cars that passed them.
- A lap is scored complete when any two cars pass under green conditions. All cars crossing under green are scored in that position with the balance of the field reverting to the running order on the previously completed lap.
- All lapped cars will be sent to the rear on all yellow flags.
- All Feature events will be Green-White-Checkered finish if caution is displayed after the white flag.

**CA 1306 Yellow Flag Work Procedure**

- If you leave the racing surface to perform any repair you will have 60 seconds to complete the repairs. Each car will only get to use the 60 second rule one time and this will only be allowed during the feature, there will be no time given during preliminary races.
- The 60 second clock will start when the track is clear and the line-up is good and the car is stopped in the work area.
- With 5 laps or less remaining in the feature, no work area time is guaranteed.

**CA1307 Red Flag Procedure**

- Red flags will be opened up at the discretion of the Chief Steward. The white flag will be displayed, signaling to the crews that they may go out to the cars. Specifics of a red flag procedure will be given by the Chief Steward at the Drivers Meeting.
- Drivers are to remain buckled in during red flags, unless otherwise instructed by a USAC Official. Drivers will also be allowed to remain buckled in while refueling, with the engine off.
- Any car that leaves the racing surface under red flag will be positioned at the rear of the field.

**CA1308 Hazardous Mechanical Conditions**

All cars must have nerf bars, rear bumper, hood and air cleaners (if exposed) in order to start in a competition. Competitors must start the event with these items but may continue without nerf bars during the event if damaged.

**CA1309 Repositioning**

- Any driver who improves his or her position during a start or restart by passing other cars before a designated point on the track shall be guilty of a violation. The penalty will be a repositioning of the car rearward two positions for each car passed. This penalty will be assessed at the next yellow caution period, if possible, or in the Official Finish of the race. Designated point will be specified at drivers meeting.
- Any driver who does not maintain a nose to tail formation until past the designated point on the track during any start will be repositioned rearward one (1) position. *Extenuating circumstances will be considered.*
- If more than one car in either inside or outside lane cannot make the original lineup or is involved in caution the lineup will be criss-crossed throughout.

**CA1310 Backup Cars**

Teams may use a backup car any time between qualifying and the start of the A-Main. Use of backup car must be approved by

Technical director. If a backup car is introduced before qualifications and makes original drawn position in qualifying order there is no penalty. If qualification spot is missed or you have remaining lap(s) you can qualify at the end under normal penalty of not being able to start feature in top 50% of field. If a backup car is introduced any time after original entry is qualified, the replacement car will start at the rear of next scheduled event qualified for. A backup car does not have to be part of a team's original equipment however the backup car cannot have already been entered in the event. Once a car has been withdrawn from an event, that car will not be allowed to be re-entered to competition during that event. The replacement car will be credited for points earned as the original entry.

**CA1311 Event Procedure**

1. In the event the race track needs to be run in (wheel pack) it is mandatory that all cars participate. All cars remain on the track until the checkered flag. *group* one (1) will remain on the track for hot tap session. Any car that leaves track before checker flag displayed will be subject to penalty of loss of one (1) lap in qualifying. Specifics will be addressed at drivers meeting.
2. If you *are* not on the track or in push off lane, ready to race at announced time during drivers meeting you will be penalized two (2) starting positions. Any car pushed after field started assembling must start at rear. *Extenuating circumstances will be considered.*
3. All National events start at designated area in turn four (4), original starts side by side you cannot improve your position until past designated starting point. Restarts single file nose to tail in line; you cannot improve your position until past designated area Refer to 1410 repositioning for penalty.
4. All National Feature events will use (45) minute rule, regarding a necessary stoppage for fuel. Time starts at first engine start. Clock will stop during red flag condition and continue at first engine start.
5. All standard format events will feature 6-car inverts in each heat with the six fastest heat transfers inverted at the front of the feature field. Behind those, heat winners line up in order by qualifying seed (unless already among top-six Invert), followed by the balance of the field straight up by qualifying seed.
6. Cars may be weighed prior to and/or following any event, you will be notified at drivers meeting of any change to scaling process. The scales will be available to all before hot Laps.
7. If car found to be light that car will be scored last, awarded last place points and money. *Extenuating circumstances will be considered.*

**CA 1312 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
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.
4. All lap cars will be sent to the rear on any restart.
5. In the event of a caution, 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.  
(this will be done to best of officials ability with the cooperation of racers listening on radio, and time permitting)



## **CA1313 Rookie Eligibility**

A driver's status for Rookie of the Year will be exhausted once that driver competes in a main event for the ninth (9th) time national, fifth (5<sup>th</sup>) time West Coast overall, regardless of how many seasons that encompasses. Competing in eight (8) national, four (4) West Coast main events or less will allow rookie status to be available for the following season.

**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)**