



2024 Placerville Speedway 360 Sprints Rules

RMI-360Rules-03032024.1

All updates to be highlighted

THIS BOOK IS EFFECTIVE MARCH 3, 2024 SUPERSEDES ALL PREVIOUS RULES.

Interpretation of these rules or amendment to these rules may be made 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.

RULE BOOK DISCLAIMER:

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 participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES 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 a participant, spectator or official. The race director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Referee's decision is final.

RUSSELL MOTORSPORTS, INC. MANAGEMENT COMPANY OF PLACERVILLE SPEEDWAY

AMB TRANSPONDERS ARE MANDATORY

AMB TRANSPONDERS | www.amb-it.com

Personal TranX260 Direct Powered Transponder: By far the most popular with drivers, the Direct Powered Transponder (DP) needs a quick two-wire connection to the car's battery to operate. Once mounted to the car using zip-ties or rivets, the DP Transponder requires no maintenance or upkeep.

Personal TranX260 Rechargeable Transponder: Ideal for cars that have a limited electrical system on-board or cars whose electrical system is an older 6 volt type, the Rechargeable Transponder offers drivers increased flexibility in operation. For example, the transponder can be easily switched from car to car where a driver races two cars during a weekend. Though the transponder does need recharging after 5 days of operation, its special charging cradle is designed to prolong the battery life when not in use.

RACECEIVERS ARE MANDATORY

**Oneway - Single Channel Raceivers ONLY
& must be worn at all times when on the track**

1. CHASSIS

- A. Open to any sprint car chassis 1984 to present.
- B. Wheelbase minimum of 83". Maximum wheelbase 90"
- C. Motor, body, seat and fuel tank must be mounted to the centerline of the chassis.
- D. Rear-engine cars will not be permitted, No offset is allowed.
- E. Chassis should be provided with a minimum of 4 mounting points to securely mount the seat as specified by the seat and chassis manufacturer.
- F. No champ dirt cars. No elliptical (oval shaped) tubing used on or as part of the main structure.
- G. CHASSIS SAFETY UPDATES FOR 2022

2. ROLL CAGE

- A. Roll bars shall be of the full cage type, see rule 4E for material measurements
- B. All "T" intersections must be gusseted and welded on both sides.
- C. Cage to be above the driver's helmet by 2".
- D. The maximum width that is permitted for the opening at the top of the roll cage is 27 inches. No bracing that would prevent the driver's ability to exit through the opening or inhibit the safety/rescue crew's ability to extract the driver will be permitted in the center of the top cage.
- E. The following measurements are minimums. Only those areas indicated will be subject to technical inspections.

Suggested material:

4130 normalized.

TOP RAILS: 1½" x .095"

BOTTOM RAILS: 1⅜" x .095" or 1½" x .083"

ROLL CAGE UPRIGHTS: 1⅜" x .083"

ROLL CAGE TOP CROSS MEMBERS: 1½" x .095"

UPPER RAILS: 1⅜" x .083"

REAR END SAFETY BAR (mandatory): 1" x .083"

BRACE: 1¼" x .065

- F. You may be asked to drill a 1/4" hole in the roll cage for inspection purposes.
- G. All roll cage top horizontal bars, rear vertical bars, and side horizontal bars from the top to shoulder height shall be padded with the minimum of ½" thickness etha-foam #220 or equivalent for driver/safety crew safety.
- H. The technical official or race committee must approve all roll cages.

Diagram 1

#1 Support Bar

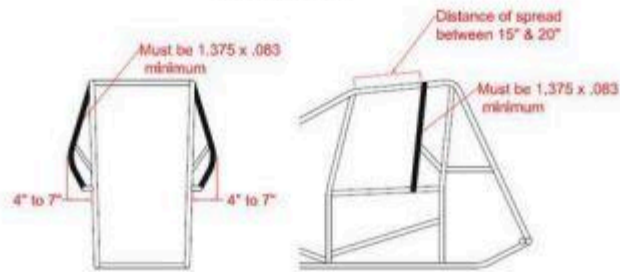


Diagram 16.12.1
By Tom Devitt

Diagram 2

#2 Support Bar

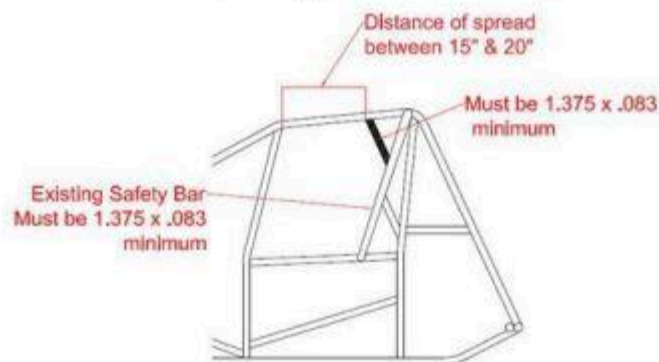
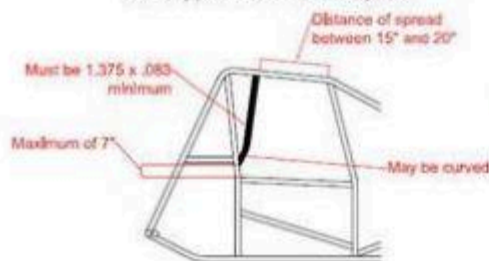


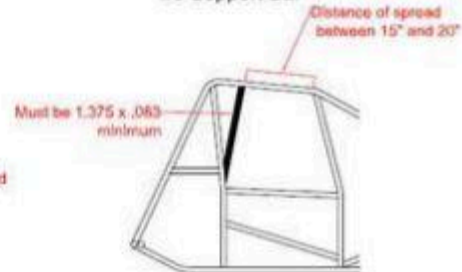
Diagram 16.12.2
By Tom Devitt

Diagram 3

#3 Support Bar Curved Option



#3 Support Bar



Drawing 16.12.3
By Tom Devitt

3. BODY/GENERAL APPEARANCE/AERODYNAMIC DEVICES

- A. Body/chassis must be well maintained. NO JUNK. PAINT OVER RUSTED HEADERS ETC. All cars should have at least one number on both sides of tail tank and on the outsides of both top wing side panels. Suggested to have a number on the center of the top wing foil. Minimum size of number 18" tall 2" wide and contrasting color of car. Number must be legible and LARGE

ENOUGH TO BE EASILY READ FROM THE SCORING BOOTH, NO EXCEPTIONS.

- B. All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on Coil over cars. While the hood may be a multiple piece design, it must appear to be one continuous piece.
- C. Only Sprint look/look-alike bodies, tails and hoods will be permitted.
- D. No side foils, rudders or panels are to extend beyond rear cage support bars on any side.
- E. No body pieces to extend beyond or underneath the front torsion tube with the exception of the hood.
- F. No Gurney lips or turnouts are permitted on any body panels. No wedges or foils underneath race car.
- G. Sun shields cannot restrict driver vision.
- H. The driver's right side opening must be a minimum 10 inch vertical opening at any point and a minimum 21 inch horizontal opening at any point.
- I. Frames identical to the Maxim "Big Max" frame may be fully paneled but paneling may not extend rearward of the rear rails.
- J. Firewall to be a solid material and fit between the engine and the driver. Access holes may be drilled for wiring and linkage.
- K. Floor pan must extend from the firewall to the front of the driver's seat. Constructed of steel or aluminum.
- L. Mirrors, two-way radios or electronic communications between driver and other team member is not allowed. Manual signaling of any kind including LED lights, sign boards or other devices is not allowed.
- M. A kill switch is required within easy reach of the driver and Safety Crews. It must be clearly labeled "ON" and "OFF."

4. WINGS (Placerville Speedway & Sprint Car Challenge Tour)

Flat Top Wing

- A. Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.
- B. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- C. Maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed.
- D. The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
- E. Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond the outside of the rear tires.
- F. No foils or rudders will be permitted anywhere on the top wing.

Side Board Panels Top Wing

- A. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used. No adjustable bracing allowed.
- B. No aero elliptical brace material permitted.
- C. No brace or support shall resemble a wicker bill or a split wing.
- D. Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

- E. Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.
- F. Panels must be of one-piece construction Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

Front Wing

- A. Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.
- B. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- C. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20".
- D. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- E. Center Foil must be one piece. No split or bi-wings will be permitted.
- F. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- G. The Front Wing must not extend beyond the outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- H. No moving parts permitted on or in foil structure. Rudders or fins are not allowed.
 - I. The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ Inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blueprint specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
 - J. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foils leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

Side Board Panels Front Wing

- A. Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center's foil front edge to the side board front edge.
- B. Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

5. SUSPENSION AND STEERING COMPONENTS

- A. Any conventional torsion bar or coil-over suspension is allowed. Combining the two is allowed.
- B. Independent rear suspension is not allowed.
- C. Straight front axle only. Aluminum or Titanium front axles are not permitted.
- D. Front anti-roll torsion bar assemblies (sway bar) are not permitted.
- E. One shock per wheel. No cockpit adjustable shocks
- F. Quick release steering wheel mandatory
- G. The only device adjustable from the driver's cockpit or drivers reach will be one (1) top-wing slider mechanism. Said slider is to be one dimensional and allow for forward and backward movement only.
- I. Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Tie Rod and Left Front Radius Rod must be 4130 steel with

magnetic steel rod ends. Swaging of the tubing for Tie Rod and Drag Link will not be permitted.

The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.

J. Torsion arm stops will be mandatory on both sides of the front torsion bar

The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design.

The following Torsion Arm Stop(s) have been approved for competition:

- a.) Moose Block 1200 Retainer Kit
- b.) All Star Performance All Star 10730 Retainer
- c.) CBT Wedge Bolt (expanding mandrel)
- d.) Maring Safety Retainer
- e.) Butlerbuilt Mandrel
- f.) KKR grove and clip
- g.) Kaeding Clip
- h.) DMI – T-REX (Torsion Restraint Express System)
- i.) Schroeder Part Number: “BARS” (for Schoeder bars with relief in ends)
- j.) Schroeder Part Number: “RWLAR” (Wedge Lock)

The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list.

K. Kingpin tethers are mandatory and will be required.

The following kingpin tethers have been approved for competition:

- a.) Amick #AA-103-(length)
- b.) Crow #SP-54 or #SP-57
- c.) Buttlerbuilt #BBP-4924

The approved kingpin tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

L. Axle Tethers

- a.) Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a “kingpin to kingpin” tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. 2019 will be the last year “bolt to bolt” radius rod axle tethers will be allowed. January 2021 all axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

6. WEIGHT

- A.** Minimum weight 1525 lbs with the driver fully suited in the car at any time before, during or after the racing event. ASCS head engine will also be 1525 lbs with the driver fully suited in the car at any time.
- B.** All added weight should be in block form or formed to frame, painted white, with the car number on it. Bolt on weight is permitted but must be securely installed on the car's' basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. **No one piece can weigh over 20 lbs.**

- C. Weight cannot be added, moved, or replaced during yellow or red flag conditions.
- D. Any car weighing light after the heats or feature event will be scored and paid for last place. This includes not stopping at the scales after an event when required.
- E. Except for extenuating circumstances drivers must remain seated and inside the frame rails until weighing is completed. Violation may result in disqualification from the racing event for which the car is being weighed.
- F. You will be DNQ if you are below the minimum weight after qualifying, and would be placed at the back of the heats or of a non-qualifiers race, whichever applies.
- G. Please **Do Not Drive** on scales, all cars weighing will have a crew to push car on & off scales.

7. ENGINE

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

B. Cast iron blocks:

- Aluminum heads are permitted
- Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception, no rollover
- No overhead cam type motors or multi valves per cylinder heads permitted.

C. Aluminum Blocks:

1. BRODIX® casting designation - letter A (std. cam location, std. bellhousing, std. pan rail), or I (raised cam location, std. bellhousing, std. pan rail) only.
2. ASCS approved Aluminum block part #'s as follows:

Part #	Bore/Main	Cam
8B 1000A	400/400	standard
8B 1050A	400/350	standard
8B 1100A	350/400	standard
8B 1150A	350/350	standard
8B 1000I	400/400	raised
8B 1050I	400/350	raised
8B 1100I	350/400	raised
8B 1150I	350/350	raised

Cam and lifter size must be specified while ordering

- SPEC logo on block is NOT to be modified and must remain 100% legible
 - Absolutely NO lightening of any kind allowed
 - Standard or raised cam allowed
 - Oversized cams allowed
 - Roller cam bearings allowed
 - Minimum allowed deck height is 8.970"
 - Maximum allowed deck height is 9.020"
 - Oversized and keyed lifters allowed
 - Must be standard or GS-1 lifter location only. No exceptions
 - Must be standard oil pan rail
 - Full bellhousing must remain
3. An approved ASCS Stamped Ballast will be 60 lbs and must be placed in front of the motor plate
- D. All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.
 - E. Only normally aspirated motors are permitted. No turbo, superchargers or forced induction of any description will be permitted.
 - F. No titanium cranks or rods.

- G.** Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1 inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull the oil pan for inspection.

8. RODS

- A.** Steel rods only.

9. CYLINDER HEADS

- A.** Aluminum heads are permitted. ASCS heads are allowed.
B. Stock valve angle, 23 degrees plus or minus 2 degrees OEM, Ford and Chrysler are the exception.

10. INJECTORS

- A.** Only one nozzle per cylinder. No down nozzles, no injection nozzles drilled directly into head and no computerized injection. Injectors to in individual stack per cylinder design and shall not exceed 2-3/16" maximum inside diameter. Larger injectors may be used, but sleeves a minimum of three inches in length must be installed in the stack above the butterflies. No relief hole may be drilled above the butterflies on any injector. Throttle body or plenum type injector is not allowed. If Ford or Chrysler engines are used with an open head, injectors must be restricted to 2" inside diameter and 3" in length. If ASCS heads are used on a Ford or Chrysler engine, 2 3/16" injectors are allowed.
B. No electronic computers or computerized injection.
C. A minimum of two throttle return springs must be used to close the throttle.
D. Must have a toe strap on the throttle pedal.

11. IGNITION

- A.** Magneto type or MSD type ignition is allowed.
B. Traction control devices are strictly prohibited.
1. Traction control devices of any type are NOT permitted at any time, during any event.
2. Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:
• \$10,000 car owner fine
• \$10,000 driver fine
• Loss of all Placerville Speedway championship points and winnings
• Banned/suspended for a minimum of one calendar year.
3. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms, and or tachometers.
C. Cars must have a clearly marked ON/OFF ignition switch within reach of the driver and visible to rescue workers.

12. FUEL

- A.** RACING alcohol only. No Nitro or Nitrous Oxide.
B. NO ADDITIVES. Including oxygenated additives of any kind. SUBJECT TO INSPECTION AT ANY TIME.
C. Specific gravity is not to exceed .795 or within (plus or minus) .10 of standard track fuel sample.

13. FUEL SHUTOFF

- A.** Fuel systems must have shut off device within reach of the driver, marked in large bold block letters and painted a ""Day glow-Red"" color for easy identification. A Waterman Shut-off System is recommended for additional safety.

- B. All fuel lines and filters will be securely and safely mounted to the satisfaction of the officials or race committee. NO EXCEPTIONS.

14. FUEL CELL

- A. FT3 and SFI 28.1 certification fuel cells are recommended.
All fuel cells must use a bladder membrane
- B. Suggested fuel cell capable of 75 combination Green & Yellow flag Laps
- C. Fuel tanks may not be mounted to the chassis utilizing any portion of the access plate or the nut plates bonded into the fuel bladder.
- D. Mounting fuel tank to chassis: All mounting points must have inner and outer plates attached to the shell or use mounts molded into the tank. The plates must be of adequate size to insure the tank being secure to the chassis. All tanks will have four different mounts to the cage.
- E. Tank vent MUST have a check valve.

- F. Manual or automatic fuel shut-offs at the tank are highly suggested.
- G. Fuel cell used to qualify MUST BE used in all events.
- H. All fuel cell mounts subject to safety inspector's or race committee approval.
- I. Any car leaking or spilling fuel will be BLACK-flagged.

15. RADIATOR

- A. Must be in front of the engine.
- B. ANTIFREEZE is NOT ALLOWED.
- C. WATER WETTER & WATER SUGGESTED

16. DRIVE-LINE

- A. All drive trains must have a drive-line or rear end coupler system (to disengage rear end from engine). Torque arm drive-lines are not allowed. All drivelines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the driveline.
- B. Buckley Yokes OK.
- C. All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 inch steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear crossmember used for mounting the steel driveline hoop must be constructed of .083 inch steel.
- D. A drive line containment system is mandatory; either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u-joint containment blanket is recommended to shield revolving parts within the cockpit.

17. REAR END

- A. Any conventional quick change rear end is allowed with a maximum 2" offset.

18. BUMPERS

- A. Bumpers and nerf bars must be sprint car type bars and securely bolted to the chassis with minimum 3/16" or 10/32 threads bolts. Bumpers and nerf bars will be constructed of no less than 1" O.D. and .065 wall thickness. Side nerf bars may have a triangular or 4 point configuration and may not extend outside rear tires.
- B. The front bumper may not extend more than 8 inches from the frame or 23½ inches from center of front axle to front of front bumper.
- C. All body parts, bumpers and nerf bars must be securely attached pop-rivets, cotter pins and wire ties will not be permitted.

19. TIRES

- A.** Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions of the racecar at all Placerville Speedway events.
- a. The designated tire(s) will be available in the following compounds:
1. Front:
 1. 85/8.0-15 D12, D15, D20
 2. Left Rears:

1. 15.0/90-15 H12	1. 15.0/90-15 RD12	1. 15.0/92-15 D12A
2. 15.0/92-15 H12	2. 15.0/92-15 RD12	2. 15.0/93-15 D12A
3. 15.0/94-15 H12	3. 15.0/94-15 RD12	3. 15.0/94-15 D12A
4. 15.0/95-15 H12	4. 15.0/96-15 RD12	4. 15.0/96-15 D12A
 3. Right Rears:
 1. 105/16.0-15 H15, Medium, D15A
 4. NO HTW right rear Tires will be allowed
- B.** No tire preps or softeners allowed.

20. WHEELS

- A.** Any aluminum, steel six-pin or spline wheel are OK. Any wheel offset is allowed.
- B.** Maximum wheel width: Left Rear 15", Right Rear 18", maximum wheel diameter 15 inches
- C.** Bead locks on all wheels recommended.
- D.** Plastic, Titanium or Carbon fiber wheels are not allowed.

21. BRAKES

- A.** Minimum left front and left inboard rear brake system. Front and rear brakes must work at start of the event. Rear brakes must work at ALL times. Additional rear brake OK.
- B.** Steel, cast iron, aluminum or titanium rotors only. Carbon fiber rotors are not allowed.
- C.** No copper or plastic brake lines.

22. EXHAUST

- A.** Mufflers are mandatory. Schoenfield mufflers are not allowed.
- B.** Mufflers to be securely fastened.
- C.** Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification (Black Flag).
- D.** We will make every effort to inform you if your car is running loud during hot laps, but it is your responsibility to check with the Pit Steward to make sure you were not loud during qualifying. To make sure you receive as much time as possible to repair sound problems during qualifying, each car should have a crew member check with the steward after their qualifying run.
- E.** Track DBA requirements must be met 95 dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE ENFORCED.
- F. FLOWMASTER MUFFLERS 53545-10** are approved with turn downs. If it is found that you have tampered with the FLOWMASTER Muffler, you will be subject to 1 race suspension and \$250 fine.
- G.** The large Spin Tech Muffler (Super Stock 1000 part #1545) are approved with turn downs. If it is found that you have tampered with the Spin Tech Muffler, you will be subject to 1 race suspension and \$250 fine.

23. BINDING COMPONENTS

- A.** No leather straps, ropes, chains or wire may be used to hold or bind components together.

24. SEATS

- A. Aluminum and/or carbon fiber-type seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer.
- B. Headrest (behind the head) should include padding
- C. Seat should be mounted in 4 places to the chassis with a minimum 5/16" steel bolt and nut.
- D. Mounting hole in seat must have a 2" diameter mounting plate with a minimum .060"
- E. Positively No Homemade Aluminum, Plastic or Fiberglass seats will be allowed.
- F. A right head net or support is highly suggested. Head nets must be equipped with quick release mechanisms.
- G. Full containment seats are highly recommended

25. SAFETY BELT REQUIREMENTS

- A. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- B. Seat Belts: Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer. (A quick release seat belt and shoulder harnesses no less than 3" wide and submarine belt (crouch) are mandatory 2" wide shoulder harness for Hans device ok).
- C. Seat belt webbing that comes into contact with any sharp or metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- D. It is the responsibility of the driver, not the Track, Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used
- E. All belts must be mounted per manufacturer directions to the roll cage separately from the seat.
- F. Belts must come from behind the driver. The mounting position is important! Shoulder belt should be mounted approximately 4" below the shoulders. The lap belts mounting should be the same width of the driver.
- G. Harness/belts must be worn at all times when the car is on the track.
- H. Maximum of two year old belts. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety. **A seven-point harness is recommended.**

26. SAFETY

- A. Drivers are required to wear a full face helmet, with at least a valid SA 2010 or better Standard Snell label at all times on the track or when a car is fired.
- B. The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- C. Neck collars or HANS type device required. HANS type devices are highly suggested. If a head and neck restraint system is connected, it should conform to the manufacturer's mounting instructions.
- D. Helmet and face shield must be worn at all times while operating a car on the race track. No goggles permitted.
display a valid SFI 3.2A/5 label.
- F. Each driver is required to wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3 label. Nomex-type or equivalent fire resistant uniforms (suit), gloves, neck brace, shoes, are mandatory.

- G.** Nomex-type or equivalent hood socks or skirts mandatory.
- H.** Nomex-type or equivalent socks, underwear are highly suggested.
- I.** Right Side window net suggested. Window nets must be equipped with quick release mechanisms.
- J.** Quick release steering wheel mandatory
- K.** Arm restraints are mandatory
- L.** Flame retardant roll bar padding, knee and steering pads or padding required.
- M.** Suggested driver's left side headrest / helmet surround, must extend at least 4" inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.
- N.** An approved driver's cockpit net is suggested for the left side if the helmet headrest/helmet

surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications.

M. Other SAFETY ITEMS

1. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
2. Windshield screens with a minimum of .090 inch screens must be securely fastened.
3. A marked electrical kill switch in reach of the driver.
4. A marked fuel shut off valve in reach of the driver.
5. Flame retardant seat padding is suggested.
6. Driveline u-joint scatter shields is highly suggested

27. GENERAL SAFETY REQUIREMENTS

- A.** A medical examination of any driver may be required as needed by officials for safety.
- B.** All wrecked cars must be inspected by a safety official before re-entering the competition. A race car may be inspected by officials at any time.
- C.** Any car found to be illegal will be disqualified from competition.
- D.** Seat belts will be used at all times.

28. FIRE CONTROL

- A.** A fire suppression system that meets the SFI 17.3 specification must be installed and functional in all race cars at all times when competing at Placerville Speedway by May 1, 2023.
- B.** The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the drivers compartment forward of the seat near the area of the fuel pump. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
- C.** The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of the Placerville Speedway officials. The cylinder must have a minimum capacity of 5 lbs.
- D.** The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time by the Placerville Speedway officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer.
- E.** If a nozzle is connected to the cylinder with a line, the line must be steel or steel reinforced and must be triggered at the end of the line.

Approved Manufacturers

- Lifeline Fire & Safety USA, 540-251-2724
- Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300

- Spa Technique Inc. Indianapolis, IN 317-271-7941
- Safecraft Safety Equipment, Martinez, CA, 800-400-2259

29. ROLL-OVER REGULATIONS

A. Any car /driver rolling over may be subject to approval 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. ANY CAR, TEAM, OR DRIVER NOT MEETING SPEEDWAY SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND/OR PENALTIES.

30. PROTESTS:

- A.** Participating car owners and drivers ONLY may protest another car's compliance with the rules. Car must be still running competitively at the end of the feature. The protest must be filed IN WRITING and HAND DELIVERED to the Director of Competition or Technical/Pit Steward within 15 minutes of the completion of last event and must be accompanied by \$1000 cash (parts and labor) All disputes will be settled the night of the event.
MUST BE REGISTERED PARTICIPANT OF TRACK.
- B.** Do not abuse this rule!

**Decisions of PLACERVILLE Speedway Official(s) are final and binding without exception.
PROMOTER RESERVES THE RIGHT TO ADD OR DELETE EVENTS AS DEEMED NECESSARY.
ALL DECISIONS WILL BE FINAL AT THE PROMOTER'S DISCRETION**

STATE RULES ALLOWS NO LIQUID DUMPING FACILITIES AT THE FAIRGROUNDS.

Each race car that enters the fairgrounds pit area MUST have an empty container(s) approved by the management of PLACERVILLE SPEEDWAY that will hold at least 2 gallons of used oil (fluids) for collecting anything that may be drained out of the race car or tow vehicle at each event. These containers must be removed with the race car after every race and disposed of at an approved facility at the owner's expense. NO TIRES TO BE LEFT AT PLACERVILLE SPEEDWAY.



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