



2024 Placerville Speedway Pure Stocks Rules

RMI-PSRules-03012024.1

All updates to be highlighted in Red

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.

THE MANAGEMENT OF PLACERVILLE SPEEDWAY

AMB TRANSPONDERS ARE MANDATORY (mounted to right front down tube between frame rails)

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 towire 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

**Only Oneway - Single Channel Raceceivers will be allowed
& must be worn at all times when on the track**

1. CHASSIS

- A. Any 1955 or newer American made passenger car will be allowed.
- B. Minimum unaltered factory wheelbase of a 108". Stock frame only. No modifications allowed, Ford, Chevy, and Dodge.
- C. Unibody cars must have 2" x 3" minimum subframe connectors, material .095 minimum thickness.
- D. No intermixing of body and frame parts. (Manufacturer to Manufacture).
- E. Must include stock lower a-arm mounts and stock lower a-arms.
- F. Four wheel drives, sports cars, convertibles, front wheel drives or station wagons are not allowed.
- G. Cars to be STOCK unless specified otherwise.
- H. Swapping engine OK if bolt in replacement: Example 327,350,400 Chevy. Engines must be GM to GM or FORD to FORD, etc.
- I. Vehicle must be de-chromed and all glass and flammable material must be removed (excepting gauges and bumpers) NO MIRRORS PERMITTED.

2. BODY

- A. Aftermarket bodies or panels may be used, but must be steel - NO Aluminum bodies or panels and **bodies and panels must be stock appearing**
- B. Body must be mounted securely to frame from the rear of the driver's seat forward.
- C. Firewall must be stock or 18 gauge sheet metal to replace damaged firewall in stock location.
- D. You are limited to gutting the following: hood, trunk lid, roof and doors.
- E. Floor pan shall be fully in tact and OEM stock from left to right door seal. Floor shall be OEM from the front fire wall to just behind the driver's seat. Floor must be welded or bolted in. If welded, welds shall be 3" long and no more than 7" gap or space between weld stitching.
No cockpit driver compartments.
- F. No outside iron rails (nerf bars).
- G. Fenders may be cut to give 3" of clearance above the tire. Protruding sharp edges will not be allowed.
- H. Hood must be secured on all four comers. Hood may be gutted.
 - I. Cars will NOT be allowed to run without a hood in place. **NO HOOD, NO RACE.**
- J. Plexiglas is not allowed on cars.
- K. Aftermarket stock appearing plastic noses allowed. No late model noses
- L. All cars MUST have a minimum of 3 posts or straps located in front of driver
Post will be built and attached securely. They must be built with 1/2" tubing or 1/8" x 1" straps.
- M. Must have at least one number on both doors and on the roof. Minimum size of number 18" tall 2" wide and contrasting color of car. Also see number specifications in general rules.
- N. No mirrors or two way electronic communication devices allowed of any kind. No sign boards or flashing lights to communicate with or from any driver(s). (Raceceiver Mandatory)
- O. Spoiler specs Maximum height 8", Maximum width 72".
Late model style spoilers are not allowed
- P. A kill switch is to be mounted in the center of the car, clearly labeled "On" - "Off", and to the right side of the driver. This switch needs to be easily accessible to the Safety Crew.
- Q. All added weight must be in block form, PAINTED WHITE, with the car number on it. Weight must be securely fastened, with minimum 1/2 inch bolts, inside the body panels and not on rear or front bumper. 25 lbs per bolt mount. One bolt 25 pounds, two bolts 50 pounds. No one piece over 50lbs.

3. ROLL CAGE

- A. Roll bars shall be of the full cage type, mild seamed steel 1 1/2" or 1 3/4" X .095 wall minimum, 4130 Chromoly 1 1/2" or 1 3/4" X .095 wall minimum, with full loop from frame over the driver These bars are to be connected on the top of both sides with another bar. Cage shall be within 3" to top

of the car and 6" of sides of the top. In the back loop, running from the right top to the bottom bar at about

45 degrees, there shall be a bar. These bars must be properly welded together and attached to the frame. Roll bars to be welded or bolted to the frame with NO less than 7/16"bolts or both, where possible. Must be welded and attached securely to frame or Subframe filler on unibody car. Bar may not be secured by welding to the floor pan.

- B.** All "T" intersections must be gusseted and welded on both sides.
- C.** Cage to be above the driver's helmet by 2".
- D.** Must have one bar front to rear approximately center of the cage.
- E.** Roll cage must include three door bars on the driver's side within 3"of the door. Welded to both the front and back uprights and evenly spaced to protect the driver's hips and legs. Minimum of one brace running vertically.
- F.** Front loops are allowed inside the body in front or behind the radiator.
- G.** There will be two bars angled from top of cage towards rear end, this can extend past rear axle to frame rail.
- H.** You may be asked to drill a 1/4" hole in a roll cage for inspection purposes.
 - I.** All cars must be equipped with a tow hook or similar device both front and rear.
- J.** Radiators may be mounted to a front bar with stock mounts removed. Bar may extend to fenders but must remain behind the bumper. Bar must be independent of the cage and NO larger than roll bar material.
- K.** The technical official or race committee must approve all roll cages.

4. SUSPENSION AND STEERING COMPONENTS

- A.** Steering box must be stock, for example GM to GM etc., located in stock position. Steering quickeners are permitted.
- B.** Springs must be STOCK type springs and in stock location.
May be cut or heated. Non-adjustable spring spacers are allowed.
- C.** In-operable weight jacks are allowed. All weight jacks must be capped.
Caps shall be welded into place.
- D.** Air or coil over shocks are NOT Allowed. Stock replacement type shocks only (see 4. I. below)
- E.** Suspension must remain stock. Steel tubular upper a-arms are allowed.
- F.** The suspension components must be in their stock positions. Notching or an alteration to a frame to accommodate suspension components is prohibited.
- G.** One shock per corner of the car. One upper and one lower shock mount per shock.
Steel heims are OK.
- H.** No adjustable weights.
 - I.** Steel Body shocks only. Gas, adjustable, or reservoir shocks are NOT allowed.

5. WEIGHT

- A.** Minimum weight 3225 lbs with driver.
- B.** Any car weighing light after a heat race or feature event will be scored and paid for last place. This includes not stopping at the scales after an event when required.

6. ENGINE SETBACK

- A.** Engines are to remain in stock location. The centerline of the farthest forward spark plug boss shall remain in front of the centerline of the spindles.
- B.** Centerline of crankshaft shall not vary more than 1" from the centerline of the front frame stub.

7. ENGINE

- A.** Cast Iron block and heads.
- B.** Titanium is not allowed. 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, driver / car owner, will be required to pull oil pan for inspection.

- C. No Dry Sump oiling systems.
- D. Crankshaft shall be cast iron or steel. No lightened, no knife edging or lightening of any crankshafts allowed.
- E. Maximum cubic inch is 406 cui.
- F. Aftermarket racing oil pan allowed.
- G. Engine through transmission shall remain stock unless otherwise noted.
- F. A factory GM sealed, GM602 engine, with a 4 barrel is allowed.

8. RODS

- A. Rods shall be OEM "I" beam or original equipment replacement rods.
(No "H"-Beam rods allowed.) Stock original equipment manufactured rod lengths only.

9. PISTONS

- A. Stock replacement cast or forged only as normally used in rebuilding.
- B. Pistons may not protrude above the block deck. Flat top piston only; cast, forged or hyper-eutectic are allowed.

10. CAMS

- A. Any hydraulic flat tappet cam and lifter is allowed. Camshaft buttons are allowed.
(No roller camshafts or lifters of any kind allowed. No solid flat tappet cams or lifters of any kind allowed)

11. GEAR DRIVES

- A. Are Not allowed.

12. CYLINDER HEADS

- A. Must be OEM cast iron heads only. Straight plug only.
- B. 2017 rules will apply for 2019.
2017 aftermarket cast iron heads are allowed but limited to the following part numbers only.

Chevy

OEM Stock Cast Iron and Vortex heads.

Summit Brand p/n 152123 – 151124

Chevy Vortex 170cc Intake Port p/n 12558060

World Products S/R Iron Replacement p/n 4361

Quest p/n EQ CH350 I.M.C.A. Head

EngineQuest p/n CH350C

Dart Head 10024361

Ford

Any OEM Ford Head

World Product Windsor JR

(No Cleveland Style Heads)

Chrysler

OEM

Magnum

EQ Magnum 318A

- C.** All heads must be stock valve angle for make:
(Chevy = 23 degree, Ford = 20 degree, Dodge = 18 degree)
Dart, World or other aftermarket heads are Not Allowed!
- D.** Grinding, porting, polishing, gasket matching etc. is not allowed.
- E.** Angle milling of heads is not allowed.
- F.** All casting numbers must remain visible.
- G.** Screw in studs and guide plates are allowed.
- H.** Stock diameter valves & springs for head casting number only. No oversize valves or springs.

13. ROCKER ARMS

- A.** No roller fulcrum rocker arms. No offset rocker arms or aftermarket pedestal mounted rocker arms.
- B.** Stamped steel rocker arms or steel roller tip rocker arms are allowed.
- C.** Ford adjustable rocker arms are allowed.
- D.** Rocker arm poly locks are optional.

14. INTAKE MANIFOLD

- A.** Any OEM cast iron (GM marine cast iron) 2 or 4 barrel intake. Aftermarket aluminum intakes are limited to:
 - **Chevy-** Edelbrock Performer p/n 2101, 2701, EPS2703, EPS2716, GM p/n 12486570 Summit p/n 226018
 - **Ford-** Edelbrock Performer p/n 320-3721, 351-2181
 - **Chrysler-** Edelbrock Performer 318-360 p/n 2176

No "Air Gap" "Single Plane", or "RPM" style intake manifolds allowed.

- B.** Grinding, porting, polishing, gasket matching etc., is not allowed. Must be untouched as originally manufactured by the factory or distributor. ANY MANIFOLD DETERMINED TO BE MODIFIED WILL BE CONFISCATED BY PLACERVILLE SPEEDWAY OFFICIALS.

15. CARBURETOR

- A.** Must have TWO return springs.
- B.** Must have a toe strap on the throttle pedal.
- C.** Maximum 1 ½" spacer plate is allowed.
- D.** A stock replacement HOLLEY 4412 must be used on any motor.

- E. Choke tower must be in place and factory stamped 4412.
- F. Must pass (Go - No Go Gauge) Max venturi diameter 1 3/8"
- G. Carburetor must mount to manifold without any modifications to the manifold or the base plate of the carburetor.
- H. The Carburetor cannot be modified internally with the exception of jet change, power valve and choke removal.
- I. No adjustable air bleeds of any kind.

16. IGNITION

- A. Stock distributors, ready to run aftermarket style distributors with internal HEI.
- B. Electronic ignition may use an aftermarket module. May use MSD coil or square coil for non HEI distributors.
- C. Super Coils, MSD boxes, Magnetos are not allowed.

17. FUEL PUMP

- A. Pump must mount in its original position. No belt drive pumps or electric pumps.
GLASS FUEL FILTERS ARE NOT ALLOWED

18. FUEL

- A. Pump or race gas ONLY. NO ADDITIVES OF ANY KIND! SUBJECT TO INSPECTION AT ANY TIME. E85 fuel is allowed.

19. FUEL SHUTOFF

- A. All cars to have a 1/4 turn off valve in the fuel line in the driver's compartment, to be accessible to the driver and painted RED. It must be 1/4 turn off type. Must be clearly marked ON - OFF.

20. GAS TANK / FUEL CELL

- A. Gas tank shall be removed from their original position and replaced with required approved FUEL CELL in a fuel cell can, with a maximum capacity of 22 gallons in the trunk area. Cell to be mounted between the frame rails and shall not extend more than 2" below the bottom of the frame rails. Tank must be mounted with a minimum tie down of 11/8" x 1" strap iron. (NO PLUMBERS TAPE). Cell must have a vent and a securely fastened cap. No part of filler pipe may be made of rubber type connection. Cells to be vented to the underside of the car.
- B. A fire shield of no less than 18-gauge metal to be placed between tank and driver. Must have L shaped shield in front and bottom of fuel cell.
- C. Fuel cell is to have a full sealing cap and a roll over vent.
- D. Cells must be protected with one tubular bar in front of tank and behind tank not to exceed 2" in outside diameter.
- E. All fuel cell mounts subject to safety inspector's or race committee approval.
- F. Any car leaking or spilling fuel will be BLACK-flagged.

21. RADIATOR

- A. Must be in front of the engine, in stock location.
- B. ANTI-FREEZE IS NOT ALLOWED.
- C. WATER WETTER & WATER SUGGESTED.

22. TRANSMISSION

- A. Automatic transmissions with working torque converter. If trans cooler is used and located inside the car it must be shielded from the driver.
- B. Manual transmissions allowed, must be OEM production type and have all gears.

- No multiple disk or undersized clutches allowed
- C. No aluminum flywheels allowed.
- D. Must run approved scatter shield for manual transmission.
- E. All cars must be able to move smoothly and slowly through pits.

23. DRIVE-LINE

- A. Steel only, must be painted white.
- B. Drive shaft loop (360 degrees) are mandatory. Must be placed 6" minimum to 16" maximum from the transmission tail shaft.

24. REAR-END

- A. Only stock passenger car rear ends are allowed.
- B. NO ¾ ton rear ends.
- C. Locked rear ends are allowed.
- D. Ford 9" allowed in stock location.
- E. Full floater rear end allowed.
- F. NO Quick Change rear ends. No live axles allowed. (Sprint car).

25. REAR SPRINGS/REAR SUSPENSION

- A. All mounting points must remain stock. ALSO SEE RULE 4
- B. No Adjustable components in rear suspension.
- C. 4 link cars are allowed to build links but must use factory bushings. Links must be welded and are non-adjustable at the track.
- D. 4 link cars will only be allowed one pick up point for the lower control arms on the bottom of the rear end housing. Both pick up points shall not exceed 3 ¼" from bottom of the axle tube to center of mounting bolt. Both arms must be equal distance from the axle tube.

26. BATTERY

- A. All batteries must be mounted in an approved manner in front of the fuel cell.
- B. 'Maintenance Free', no vent caps and sealed battery is suggested.
- C. Batteries that are not sealed must be sealed in a marine type box.
- D. Batteries are not allowed in the driver's compartment.

27. BUMPERS

- A. Fabricated bumpers are allowed, must meet safety tech. Aluminum preferred. CANNOT BE OVER BUILT i.e. Battering ram.
- B. No part of the bumper may extend beyond the center of the tire.
- C. Bumpers to remain in approximate stock location.
- D. No added bracing of any kind, i.e. Battering ram. No sharp edges.
- E. Two individual safety chains or cables to be installed on bumpers.
- F. Bumpers must have chain loop or hook attached that is adequate in size for towing the car off of track.
- G. Bumper straps are allowed and highly suggested. (Bumper to body).

28. TIRES

- A. Hoosier M30S, M60, G60, **Dirt Bozz**
- B. Tire siping is allowed.
- C. Tire grooving is allowed but limited to the maximum width and depth of a stock groove and must match the direction of the factory groove.
- D. No doping or softening of tires is allowed.

29. WHEELS

- A. Wheels to be minimum 3/16" center.
- B. Wheel width 8 1/2" maximum.
- C. Wheel studs minimum 5/8" and 5/8" lug nuts are required.
- D. Bead locks are allowed on the right side only.
- E. Mud plugs are allowed.
- F. Steel wheels recommended.

30. BRAKES

- A. Must have at least three wheel brakes operational. L/F and both rear. Brakes shall be stock otherwise.
- B. No copper or plastic brake lines.
- C. No dual master cylinders.
- D. Bias valves are allowed but not within reach of the driver.

31. EXHAUST / MUFFLERS

- A. Stock exhausts manifolds or bottom dump headers. IMCA Stock Car headers are allowed. (p/n 917-1953 / 917-1963).
- B. Over the engine or 180 degree headers are NOT ALLOWED
- C. Mufflers are mandatory. Type optional
- D. 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.
- E. Headers and exhaust pipe must remain inside of the frame rails and exit beyond the driver's compartment.
- F. Track DBA requirements must be met 95 dba @ 100'. ABSOLUTELY NO EXCEPTIONS AS THIS NOISE REQUIREMENT WILL BE STRICTLY ENFORCED.

32. BINDING COMPONENTS

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

33. SEATS

- A. Car must have an approved racing type bucket seat. Seat is to be mounted no closer than 30 inches from center of backrest to the centerline of the back axle tube.
- B. Seat must be mounted securely to ROLL CAGE.
- C. Headrest is mandatory or a high back seat is required.
- D. Upholstered and padded is highly suggested.
- E. Positively No Homemade Aluminum, Plastic or Fiberglass seats allowed.

34. SAFETY BELT REQUIREMENTS

- A. General - 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 harness 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 un-radius metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturer's 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 to the roll cage separately from the seat with 7/16" grade five bolts minimum.
- F. A steel plate may be welded to roll cage at driver's right side for belt attachment to prevent drivers from sliding side to side under the belt.
- G. 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.
- H. Harness/belts must be worn at all times when the car is on the track.
- I. Maximum of two years old on belts. The date stamp must be readable and belts must not be worn (frayed) or they will have to be replaced for your safety.

35. SAFETY

- A. Driver should 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. **Head and Neck restraints are STRONGLY 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.
- E. Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and 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, are mandatory.
- G. Nomex-type or equivalent hood, socks, underwear and shoes are highly suggested.
- H. Drivers Side window Net Required. Window nets must be equipped with quick release mechanisms. All steel release systems are highly suggested. Arm restraints are suggested.
- I. 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. A marked electrical kill switch in reach of the driver.
 - 3. A marked fuel shut off valve in reach of the driver.
 - 4. Flame retardant seat, roll bar, knee and steering pads or padding are suggested.
 - 5. Driveline u-joint scatter shields are suggested.

36. FIRE CONTROL

- A. A fully charged fire extinguisher meeting SFI 167.1 with activation push or pull knob within the reach of the driver to protect the driver by flooding the driver's compartment is suggested.
- B. Valve plunger (actuator) must be mounted at the right of the driver and in plain view.
- C. On-board system will be inspected and must be passed by the tech inspector or race committee.
- D. It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent. in addition to the car system.
- E. If no on-board system, suggested minimum 2.5 pound FFF or equivalent (dry powder) fire extinguisher must be mounted within the driver's reach in an approved bracket, for the driver's safety.

F. Fire suppression systems are highly recommended. If a fire suppression system is installed it must be installed securely and meet or exceed SFI 17.1 specifications

37. PROTEST ENGINE/TRANSMISSIONS/CHASSIS:

- A. Participating car owners and drivers ONLY may protest another car's compliance with the engine rules. Car must still be running competitively at the end of the feature. The protest must be filed with the track referee or the Technical Inspector with a \$1000 deposit (parts & labor) for a top end inspection which includes all top end items plus the piston rod assembly, timing chain, camshaft, or converter/clutch. Deposit must be within 10 minutes after the main event and protested CAR OWNER may counter protest within 10 minutes after being notified. Once the Technical Inspector receives protest money, protest has begun. Money will not be dispersed until protest inspection of the engine rules and office notified of results. If anything else regarding the engine is being questioned it must be written down on the original protest, it must state what is to be inspected. **MUST BE REGISTERED PARTICIPANT OF TRACK.**
- B. Tear down location shall be agreed upon before leaving Placerville Speedway. Both parties must agree and sign a protest agreement. Driver/Owner being protested may have first choice of where tear down will take place, must be in Local area and shop properly equipped. Officials will make a final decision. The protest car must leave for tear down area within 30 minutes or be declared illegal.
- C. Teardowns will be made by the driver, one pitman or mechanic, the Technical Inspector or person chosen by him to an observer and two alternates. The committee will also safely check cars and assist in rules interpretations.
- D. If declared legal the deposit goes to the protest owner. If declared illegal the deposit is returned to the protester, the car and owner/drivers will be penalized a two weeks suspension, car and drivers money and points for the night and lose all accumulated points in this division, additional fines may be imposed!
- E. No alcohol before or during the protest inspection!
- F. 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 ARE TO BE LEFT AT PLACERVILLE SPEEDWAY.**



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