



# California Supermodified Series

## 2015 RULES

March 2015

## **FOREWORD**

The rules and requirements 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 conditions of all events, and by participating in these events, all participants are deemed to have represented that they 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.**

These rules 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, official or others. The race director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirement.

### **THE CALIFORNIA SUPERMODIFIED SERIES RESERVES THE RIGHT TO CHANGE AND/OR MODIFY THE RULES SET FORTH IN THIS BOOK AT ANY GIVEN TIME. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.**

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

### **PARTICIPANTS MUST HAVE CLARITY OF RESPONSIBILITY, REGARDING CAR CONSTRUCTION, CAR AND DRIVER SAFETY, AND INSPECTIONS REGARDING SAFETY TO BE ACKNOWLEDGED BY ALL COMPETITORS.**

The owners, drivers and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by the driver of that race car, crews, etc. related to that race car or any related equipment used on or at any California Supermodified Series event. The California Supermodified Series is not responsible for any loss or injury to anyone arising from the failure of design, construction, or maintenance of any race car.

## **MISSION:**

***The California Supermodified Series strives to provide wholesome, thrilling, and intense entertainment of the highest quality; through affordable, equitable, and competitive racing of intriguing and unique racing machines; while giving back to the communities we entertain.***

### **I. INTRODUCTION**

#### **A. Objectives:**

1. The California Supermodified Series will contract with racetracks that will showcase the racing and provide quality entertainment, while enhancing racing opportunities in the Western United States.
2. The California Supermodified Series will create an environment of professionalism, equity, fairness and clarity for all involved with the series. This environment will require constructive input and respect from all and for all.
3. The California Supermodified Series will establish well-defined goals, procedures, rules and duties along with good communication to ensure our Mission Statement success.
4. The California Supermodified Series established and will update this rulebook, as well as provide further clarifications, to help eliminate gray areas and foster equitable, sustainable, economical, and competitive racing.

#### **B. Definitions:**

1. **CSS:** California Supermodified Series
2. **In Good Standing:** Having paid dues to CSS for the current year, having no outstanding unpaid fines, and not being under suspension for any reason.
3. **Engine Tear Down:** Engine tear down is the term used when CSS Tech Director or Chief Steward requests inspection of a car's engine, requiring partial disassembly.
4. **Grandfather:** The term used when a prior approved part, car or rule is maintained for those cars that were sanctioned prior to a rule change. Grand fathered cars for parts should be documented in writing expressing clearly the specific terms and conditions of the grand fathered issue.
5. **Official:** The term used to describe any CSS Official.
6. **C.I.D.:** The term used to describe Cubic Inch Displacement.

7. **Sprint Car:** A car in which the driver sits upright, completely behind the engine, and over the driveline. The engine, driveline, rear axle center section, seat, and fuel tank are all centered on the chassis (on chassis centerline with maximum deviation of 0.5 inches) and the chassis uses a torque tube type driveline and single U-joint.

## II. GENERAL RULES

### A. Participation

1. All car owners, drivers and pit crews who wish to be race participants under these Rules, and must first be dues paying members or paid day guests in good standing with the CSS. A signed annual release and waiver form is also required.
2. Good sportsmanship is required from all CSS participants to fulfill our obligations to our fans and each track by providing the highest quality racing entertainment possible.

### B. Membership Dues:

To be determined by CSS on an annual basis.

### C. Driver Eligibility:

All drivers must be a minimum of sixteen (16) years of age, unless otherwise stipulated by the individual racetrack and/or state or local law. Any driver under the age of eighteen (18) years of age must have a properly executed parental consent form signed and notarized for admission to an event.

### D. Admission to the Pit Area:

1. Pit passes are required for admission to the pit area and must be presented upon request.
2. Pit passes are not transferable.
3. Car owners and drivers shall be responsible at all times for the **appearance and conduct** of their pit crew. Car crews and drivers whose appearance or conduct detracts from the character of the program will be excluded.
4. CSS members must be prepared to show their current membership cards in order to enter the pits at the posted member rates.

### E. Car Numbers:

1. Supermodified numbers are selected by the car owner after first checking with the CSS officer or official in charge of car numbers for number availability provided that the number has not already been taken. Car numbers can be retained year to year as long as the owner remains a member in good standing.
2. In 2015 and thereafter, regarding duplicate numbers, whoever finished higher in season points in the preceding year, will be allowed to retain that number.
3. Numbers are only protected for cars whose owners are In Good Standing.

4. Owners are responsible for numbering their car in a manner (16" or taller) that will be legible from the tower. Numbers must be in contrast to car colors to make them legible. Any changes requested by the scorers must be complied with. **NO EXCEPTIONS.**

#### **F. Injuries:**

Any driver deemed unfit to race due to an injury may be restricted from competitive events by CSS Officials upon advice of attending medical personnel, or until a doctor's release is presented to CSS.

#### **G. Participation of Officials:**

CSS will provide its own officials and is responsible for the running of events.

### **III. RULES OF CONDUCT**

#### **A. Cooperation with Officials:**

1. All pit crew, drivers, and owners must cooperate with track and CSS Officials at all times and act in the best interests to provide quality entertainment.
2. In the case of disputes arising, only Car Owner or Driver of the car has the right to approach the official. **ONLY ONE REPRESENTATIVE PER CAR** will be allowed to **RESPECTFULLY DISCUSS** the issue with the officials (CSS Chief Steward or Tech Director).

#### **B. Responsibility:**

1. The car owner and/or driver will be responsible for the conduct of all persons associated with that car, **AT ALL TIMES.**
2. No one except a **CSS Official** is allowed to approach the scorers/lap checkers.
3. Any unauthorized person who goes to the tower or scoring area will be assessed a fine and/or may be suspended.

#### **C. Unbecoming Conduct:**

1. Any driver, car owner, person associated with a car, or crew member, who at any time uses improper language to officials in charge of the races, may be immediately reprimanded, expelled from the track, and/or subject to a fine and/or probation. Unbecoming conduct, especially in front of the audience, will be cause for a non-protestable suspension and/or fine and/or probation as determined by the CSS.
2. Any driver, car owner, person associated with a car, or crew member who at any time shoves, jostles, strikes, or attempts to strike any official or competitor will be fined a minimum of \$100 and suspended for up to 1 year, dependent upon the decision of the CSS.
3. Any driver, car owner, person associated with a car, or crew member found fighting in the pits or infield will be fined a minimum of \$100 and/or suspended, dependent upon the decision of the CSS.

4. Any driver, car owner, person associated with a car, or crew member who has the appearance of being under the influence of alcohol or drugs will not be allowed to compete in that day's events or be in or about the pit area. Drinking or drugs will not be tolerated in any manner and carries a minimum fine of \$100 and/or a 30-day suspension, dependent upon the decision of the CSS. Second offenses carry a one-year suspension.
5. Fines range between \$100 to \$1,000 depending on the type and number of abuses within a specific incident, as well as offender's history.

#### **D. Speeding in the Pits:**

A \$100 minimum fine will be levied for excess speed in the pits. A minimum of a \$200 fine will be levied for the second infraction during the same season.

#### **E. Foul and/or Over Aggressive Driving:**

1. Rough driving, excessive bumping, hitting, or deliberately spinning of another car is strictly forbidden and may result in any one, or combination, of the following: the violating car being placed at the back of the field, the violating car losing one lap and being placed in the back, the violating car being issued the black flag, and/or the violating car being fined. Fines and/or suspensions and/or probation may be used against repeat offenders. Offenders may or may not be warned depending on the incident and history of the driver. Official's decisions are final.
2. Racing with two or more wheels under the inside white line to gain positions is forbidden and subject to the following penalties at the discretion of the Chief Steward. These penalties are (in the following order): a warning; fines of \$50 to \$100; back of the field penalty; one lap penalty; probation and/or suspension. The Chief Steward's decision is not protestable.

#### **F. Protests:**

1. Any driver or car owner competing in the program may protest any finishing position, as determined by the lap scorers, by making a protest in writing and delivering it to the Chief Steward. In the case of a protest the position involved will not be paid until the protest has been settled. Protests must be made within ½ hour after the posted finish to the race. Finishing position protests are settled at the track by the Chief Steward or Race Director.
2. Any car owner competing in the program may protest a contestant's car by depositing \$300 and a signed protest within ½ hour after the completion of the racing program. If the car is illegal the money will be returned, and the guilty car owner will forfeit all money and points for the race and may be fined, suspended or both. If the car is legal the \$300 will be paid to the owner of the car protested.
3. **All officials' decisions are final and are not protestable.**
4. The CSS will review other written protests or appeals.

#### **G. Fines and Suspensions:**

All fines and/or suspensions must be satisfied before competing in subsequent events.

#### **H. Entry Fees:**

1. "Normal events" entry fees paid to CSS two weeks or more in advance per race per car is **TBD**.
2. "Late Entry Fees", paid less than two weeks in advance, are **TBD** per each race per each car.
3. Entry fee policy varies on "special events." Check entry form for details.

#### **I. Official's Observations:**

Officials will and can only call and be responsible for what they observe. They will only make judgments on an "**Official's Observations**", not those of others.

### **IV. RACE PROCEDURES**

#### **A. Pit Meetings:**

A pit meeting will be held before the first competitive event each race day. All drivers must attend the drivers' meeting immediately after qualifying (roll calls will be held for all drivers) or may be penalized (main event starting position and/or \$20 per nonattendance). Owners and Crew Chiefs are invited. This is an instructional and information meeting for drivers. The purpose is to inform, review and clarify all issues.

#### **B. Standard Program:**

1. A predetermined number of cars for each track automatically go to the feature, with the number of transfers to be determined by CSS.
2. When a shortage of cars occurs **OR** unfavorable track conditions prevail, the Chief Steward will have the authority to change the program to suit the occasion.
3. The Chief Steward, using a pit board, will specify all event sequences and times. (Event line-ups will be determined after qualifying is completed.)

#### **C. Warm ups and Hot Laps:**

1. No car can be fired or be pushed off until the driver is properly and fully attired, the track is officially opened, and all necessary safety equipment is in place.
2. After the start of the first event, all cars entering the track for reasons other than starting a given event must have permission from the Chief Steward.
3. The number of cars allowed on the track, and the number of laps for each session, will be determined by the Chief Steward.

#### **D. Weighing Procedures:**

1. Procedure A (If the time allows this will be the procedure used):

- a. All cars will weigh prior to qualifying and prior to the main event. Cars shall line up for the scales in the order of their event, as determined by the draw (for qualifying) or event line-ups posted on the line up board.
  - b. It is the race team's responsibility to pay attention to the line up board. Cars who are late, or out of sequence, will be warned or lose their starting positions in the main event and placed in the back of the main.
  - c. Drivers must be seated in the cockpit in a normal driving position, helmet on or in lap, shoulder straps over shoulders, and steering wheel connected in normal driving position.
  - d. CSS Officials will position scale pads.
  - e. The **ONLY** change allowed to a car, while positioned on the scales, will be the adding of fuel.
  - f. If a car does not meet scale requirements, it will not be allowed to compete until it complies with CSS Rules. Any car will be allowed to return to their pit and make necessary changes to make weight, but will lose one lap of qualifying, or start in the back of the main event, whichever applies.
2. Procedure B (For special events or tight event time frames this procedure may be used. The Race Director or Chief Steward's call):
- a. Tech may request any race car be pulled out of line for spot checking weight prior to qualifying, heats, last chance or main event starts.
  - b. CSS scales used for all weighing will be the official scales, and the weights are not protestable. Tech inspector's findings regarding weighing shall not be protestable.
  - c. The CSS reserves the right to weigh any car at any given time to enforce left side weight.

#### **E. Qualifying:**

1. There will be two qualifying laps per car. A spin on either of the two qualifying laps will mean loss of the lap. If the car does not qualify it will be allowed to start at the back of the heat and/or back of the last chance race event.
2. If a car/driver only takes one lap, the second lap may be taken only after all have qualified, time permitting. (Chief Steward's call.)
3. If there are two drivers for one car, one lap will be given per driver and only two laps per car.
4. A driver attempting to qualify a second car will forfeit his/her first qualifying time.
5. Tires will be marked prior to qualifying
6. Once a car is qualified and a backup car replaces it, that backup car will start all events at the rear of the main event.



#### **F. Driver Qualifications, New Drivers and Rookie Qualifications:**

1. The Chief Steward or Tech Director will decide driver qualifications.
2. Inexperienced drivers shall have an I.D. mark or flag on the rear of their car.
3. Any driver continually getting into trouble may be required to either park their car and not run the feature, or may be required to start in the rear of their races until they have proven they can handle their car.
4. Minimum age for drivers is 18 years old. Drivers ages 16 through 18 must have documented parental consent filed with the CSS. Inexperienced drivers must contact CSS Tech officials prior to any racing event.
5. Any new CSS driver will be responsible to be hosted by another current and experienced driver to receive training and/or instruction prior to showing up at a sanctioned event to race. A new driver shall contact a CSS Official to make plans to receive this instruction prior to showing up at the track.
6. Rookies cannot have participated in more than **three** prior Supermodified type races in order to qualify for "Rookie of the Year".

#### **G. Substitute Drivers:**

1. Driver changes will be allowed during the time trials, but each car will be permitted only two qualifying laps.
2. A driver replacing the original driver (the driver who qualified the car) will start at the rear of the field.
3. Substitute driver must notify Chief Steward before events, or points will not be awarded for that event.

#### **H. Vacancy in Line up for any event:**

1. If a car scratches from an event before an event is on the track, the line up shall be crisscrossed; if the car scratches out on the track, that row moves straight ahead.
2. If one of the inverted main event cars scratches before the event is on the track, then the next fastest car (in qualifying) is included in the invert.

#### **I. The Start:**

1. When tracks allow we will put on one parade lap with driver's right hand out to signify a wave prior to the start of each race.
2. The starter will signal the field to line up either single file for the hot laps, tire warm ups or the restart of all events after the first green lap has been completed. The starter will signal for double file starts for the start of the main, heat and last chance races. To ensure the quality and timeliness of our shows, any car stopping to work on the car, unless a safety issue determined by a CSS Official, prior to the green flag starting the event will result in the car starting at the rear of the field.

3. The pole car must set a consistent and reasonable acceleration for the starts in all racing events. This decision will be made by the Starter and/or Chief Steward and will not be protestable.
4. Cars deemed noncompetitive by the Chief Steward in a given event must start at the rear of the field.
5. Brake checking during any start will be penalized.

#### **J. Scoring:**

1. Counted laps yellow flag policy: If a car is involved in bringing out a yellow flag, and that car is ready to restart by the time the next green flag is thrown, no yellow flag laps will be counted against those cars. Those cars will still be on the same lap. Only those cars involved in the yellow, will start at the rear of the field.
2. Line up restarts (yellow flag caused restarts): Line-ups revert back to the last fully completed green flag lap in the lead car. This method will determine the reline up of all events for all cars. Lap cars remain in place. This is the policy regardless of whether we are counting yellows or not.

#### **K. Restarts:**

1. **If any car spins in the first lap of any event, that car must move to the rear of the field. Then the event will automatically be restarted.**
2. Restarts will be single file after completion of the first official lap.
3. Lap cars remain in their earned positions for all restarts.

#### **L. Race Completion:**

1. The race is completed when the checkered flag is waved.
2. Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.
3. If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be the same as the line up, if the racecar had been restarted. The official decision to restart a red flagged race is not protestable.
4. In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, CSS Officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not protestable.

#### M. Special Events:

Special events may bring forth special rule modifications to satisfy the terms of the joint agreements, contracts and other conditions that required deviation from normal rule procedures. The CSS continually reserves the right to negotiate these special terms for special events.

#### N. Tech Inspection after the Events:

1. The top **Four** finishers and any other car designated will report to the impound area. This area will be indicated at the driver's meeting.
2. Failure to report immediately to the impound area will result in automatic disqualification from the event, and **may** cause loss of monies and points. Fuel, C.I.D. or rule infractions will carry the same penalty. ***Non-performance rule infractions may be penalized and fined. Official decision is non-protetable.***

#### O. Cancellation of Program:

When a program is stopped on account of weather or other conditions over which the promoter has no control the program will be considered completed for points tabulation if over 50% of the "A" main competitive laps have been completed.

### V. FLAGS

#### A. Green Flag:

1. Start of the event. Any car taking the warm-up or first green will be considered officially started and will be scored accordingly.
2. The starter will hold up one finger to indicate the green flag will be displayed the next lap. The green flag will always come out after the one lap signal. If the start is not to the satisfaction of the flag person the yellow will be displayed either on the backstretch (lights) or the next lap from the flag stand. If there are two false starts the flag person or Chief Steward may send one or both of the front row cars to the rear of the field.
3. Any car not in the starting field of the event (taking the warm-up or original green flag) may enter the event at a later yellow or red flag if and when approved by a CSS Official. Cars entering in this manner will start at the back of the field 1 lap down and will be ranked in finishing order on the basis of the number of laps completed, but will not be awarded passing points.

#### B. Yellow Flag:

1. Yellow flag means caution. **There will be NO racing to the yellow flag.** Maintain positions; do not pass for position. The driver of the lead car will hold the pace the starter wants, and the rest of the field will form a single line behind the lead car (until signaled otherwise). Passing under the yellow flag permitted only by permission of the starter after instructions and/or concurrence has been received from the Chief Steward. Unauthorized passing under the yellow flag will result in a penalty decided by the Chief Steward.

2. Any car stopping so that they may be worked on, or entering the infield, while the yellow flag is out will start/restart at the rear of the field. If the car is stopped due to direction or decision of an Official, and the car is able to safely return to competition, the car can retain its previous position.
3. Restarts will revert back to the previous green flag lap, meaning that once a yellow is thrown, the restart lap will be the last complete lap of the lead car, and any driver involved in an accident or causing the yellow to be displayed shall start in the back of the field upon resuming that race.
4. Any car stopping on the track will go to the rear of the field during a yellow.
5. Any car bringing out a yellow flag **Twice** in a race, will be terminated from that event. (2 Spin Rule).

#### **C. Red Flag:**

1. **STOP**; the race has been halted. Contestants, upon receiving a red flag, are required to bring their cars to an immediate, controlled and safe stop.
2. During a red flag, if CSS Officials so authorize, a pit crew member may add any fluid including but not limited to fuel and/or make adjustments using hand tools only while on the track under a red flag. The driver must be out of the car for refueling unless the crew has a fire extinguisher or bucket of water present. Tires may be changed on the track only if the car cannot be pushed with a push truck. The car will go to the back if a tire is changed or if the car is not ready when the yellow flag is out, calling for a restart. Any tire changes require tech approval.
3. **Three** crewmembers per car, only, are allowed on the track, with proper passes and when authorized.
4. Cars will be restarted according to the last lap completed by the leader under the green flag with the exception of the car or cars causing the race stoppage. Those cars shall start in back of the field upon resuming the race.
5. No going into pits, unless it is the designated work area.

#### **D. White Flag:**

Start of the last lap.

#### **E. Black Flag:**

1. Pull off the racecourse with due caution, **IMMEDIATELY**.
2. Pull off the racecourse for consultation. Car will not be scored if it does not stop after second lap.
3. Any car not maintaining a competitive speed or driving irregularly may be black-flagged from the track.

#### **F. Checkered Flag:**

1. End of the event.
2. Car must finish under its own power.

#### **G. Blue/Yellow Flag:**

This is the "Passing Flag" for cars to be lapped. Cars being passed should hold their line. In the judgment of CSS Officials, if a driver is not complying with this flag that driver may be fined, suspended or otherwise penalized by CSS Officials.

#### **H. ANYONE FAILING TO COMPLY WITH ANY FLAG MAY NOT RECEIVE POINTS OR MONEY FOR THAT EVENT, OFFICIAL'S CALL.**

### **VI. SAFETY RULES**

#### **A. Driver's Equipment:**

1. Driver's helmet must be approved **Snell 2000**, or greater, rating. **Snell SA2010 recommended.**
2. Safety belts, over the shoulder harness and submarine strap must be worn at all times. Must be **SFI** approved and date punched within two years of current race season.
3. The driver must wear a fire retardant race type uniform, minimum two-layer Nomex and **SFI 3.2A/5** or greater rating, covering the full arm and leg area; Nomex fire retardant socks or leather boots covering the ankle; fire retardant gloves, underwear and head hoods are required. Nomex combination to equal three-layered fire suits.
4. Driver's suit must be clean, safe and in good repair - no holes, burns, tears, etc.
5. Right side cage nets are mandatory and left side cage nets are recommended by the CSS. Full containment seats may be exempted with tech approval.
6. Arm restraints are required.
7. Head and Neck Restraint systems are mandatory.

#### **B. Physical Condition:**

1. Drivers must have a physical, drug screen and/or eye examination when requested by CSS Officials. The results are to be reviewed by CSS prior to entering any CSS event.
2. Corrective lenses worn by drivers must be of a safety type glass. **NOTE:** Contact lenses are not advised, due to dust and foreign material in the air.
3. Drivers must sign an annual waiver, release, and agreement, and agree to its substance abuse terms.

### C. Track Safety:

1. Always make a mental note of where the ambulance, fire extinguishers, and exits are located at the track.
2. Running onto the speedway during a race or immediately after the flag has ended an event is strictly prohibited and is subject to a fine or suspension.
3. In the case of an accident on the track only appointed safety crew, medical personnel and personnel with the cars involved will be allowed on the track.
4. **Car owners are responsible for the action of their crews and drivers.**
5. Each racecar crew shall be equipped with a 5 lb. or larger, fully charged, dry chemical fire extinguisher in the pits at every race. **The Fire Extinguisher must be in plain view and readily accessible.**
6. All push trucks will be kept off the track until designated by the Chief Steward.
7. When the first car is pushed off, the track is to be clear of all persons.

### D. Driver Extractions:

Drivers must be able to get out of their cars unassisted regarding car design.

## VII. CAR SPECIFICATIONS

### A. Engine Specifications:

1. Maximum cubic inch displacement is 360.0 +/- 1.0% (363.6 in<sup>3</sup>).
2. Maximum compression ratio allowed is 14.0 to 1.0.
3. Cast iron blocks only. All engine cylinders must be machined from iron/steel alloy only. Must be piston driven, cam in block, production based engine. **No** aluminum blocks allowed.
4. Normally aspirated engines only. **No** Turbochargers, Superchargers, or forced induction aspiration of any kind.
5. **No** titanium engine components allowed except valves, valve springs, valve spring retainers, and valve spring keepers.
6. Iron and aluminum cylinder heads are permitted. Only two valves and one spark plug per cylinder. Cylinder heads must be stock OEM valve angle plus or minus 2.0 degrees (GM - 23 degrees +/- 2.0 degrees, Ford - 20 degrees +/- 2.0 degrees, Mopar - 18 degrees +/- 2.0 degrees). Must be single-cam, push rod-rocker arm type. **No** overhead cam type or multi-valve (3 or more) per cylinder type heads allowed. **No** exotic or roll over-heads allowed.
  - a. ASCS Spec cylinder heads meeting the specifications in Appendix A will have a weight adjustment from standard weights.

7. Engines shall utilize one carburetor or one mechanical fuel injection system, for fuel delivery, which meet the following requirements:

a. Carburetion:

One 2 barrel carburetor (Holley 500 cfm max, Model 2300, Part Number #4412 or equivalent) or one 4 barrel carburetor (Holley 850 cfm max, Model 4150, Part Number #4781 or equivalent) is permitted with the following requirements:

- i. Combined carburetor spacer and gaskets shall not exceed 1.25".
- ii. Choke horn may be removed.
- iii. 2 barrel carburetor:
  1. Maximum Throttle Bore: 1.6875", Maximum Venturi Bore: 1.375"
- iv. 4 barrel carburetor:
  1. Maximum Throttle Bore: 1.750", Maximum Venturi Bore: 1.5625"
- v. **No** internal modifications allowed, i.e. polishing etc.
- vi. **No** Gold Claw type carbs allowed.
- vii. **No** Ram Intake Manifolds allowed.
- viii. **Reserved**

b. Fuel Injection:

Fuel injection systems shall have one shaft operated butterfly per cylinder. Injectors shall have 2 3/16 inch (2.187") maximum injector butterfly diameter and 2 3/16 inch (2.187") maximum inside diameter injector stack. Injectors with Butterflies greater than 2 3/16" (2.187") are permitted with a 2.100" restrictor at least 3 inches (3.0") long installed immediately above the butterfly with maximum interference clearance allowance of 1.75", in each injector stack. All injectors must have the same total area or less. Only one nozzle per cylinder allowed. Nozzles must be mounted in injector manifold. **No Down Nozzles Allowed.** **No** relief hole may be drilled above the Butterfly on any injector. **No** Alteration of injector manifold mounting holes allowed. **No** Timed, Computerized, or Electronic injection allowed. **No** Throttle Body, Slide, Barrel, Rotary, or Plenum Type injection allowed. **No** CNC Injector Manifolds/Runners allowed, including, but not limited to, Engler, Kinsler Dragon Claw, and Kinsler Raptor Injectors.

8. New or exotic engines must be approved by CSS before building or running.
9. Engines may only have one magneto and one spark plug per cylinder. No Electronic Ignition Systems are allowed. ***Subject to tech approval. Crank triggered mags okay. MSD coil control box may be confiscated and sent to factory to be checked on any of the top four finishers, or at any time.***
10. ***No traction control devices allowed.***
11. A Number 12 Inspection Bung, is required on the left side of the oil pan adjacent to the connecting rods. If you elect not provide the inspection hole, you will be asked to remove the **ENTIRE** oil pan for inspection.

## B. Fuel & Fuel Systems:

1. A maximum of two fuel cells are allowed per car. Left side or right side fuel tank maximum is 18 gallons (4,174 cubic inches) with the remainder of the fuel behind the rear axle. The CSS reserves the right to weigh any car at any given time.
2. Fuel: Racing Gas or Alcohol only. No additives to increase performance i.e., nitro, nitrous oxide, oxygenation additives, propylene oxide, etc.
3. All cars must be equipped with ¼ turn fuel shut-off valve in driver's compartment, within easy reach. Fuel shut-off must be clearly marked as to "on" and "off" positions. It is recommended that a "1/4 turn off valve" is on the main fuel discharge line and that the valve be accessible from the outside of the car.
4. Mechanical fuel pumps only. Fuel pump must rely on suction for fuel supply. **No** pressured systems, storage and/or supply, allowed.
5. Fuel cells and/or bladders must be approved by the manufacturer for their intended use and are mandatory. They must be adequately enclosed in a cover of .050-inch minimum thickness.
6. Fuel tanks must be constructed and supported in a manner that will ensure every possible precaution has been taken to avoid rupture or breakage.
7. All fuel cells outside of the main frame rails must be enclosed in 1.25" O.D. or larger tubing.
8. Rear fuel cells must be within the roll cage and/or frame rail tubing structure.
9. No fuel valves between the left side tank **OR** right side tank are allowed.
10. Fuel return must go to rear tank or main line.

## C. Chassis, Body and Running Gear Specifications:

1. **General:**
  - a. Must be open cockpit, open wheel type car. **No** stock car bodies.
  - b. Wheelbase will be a minimum of 85" and a maximum of 102".
  - c. Overall length, including bumpers, not to exceed 168". **Maximum Track Width limited to 85.0"**, measured wheel to wheel, at the widest part of the rim. **No** portion of the car may extend outside of the tires (measured by the straight planes created by the outermost edge of the left rear tire and the right rear tire) except air cleaners and/or injector stacks.
  - d. **No** four wheel drive cars allowed.
  - e. Must have full bodies around whole car, no open parts. Driver must be enclosed from racing surface.



- f. Push or pull type suspension is legal. Independent suspension, front and/or rear, cars are illegal.
  - g. Any carbon fiber component, except mufflers, must be individually approved by the CSS.
  - h. **No** rear engine cars are allowed to race.
  - i. All CSS cars should have a designated lifting/towing point or hook on the car to facilitate the fast and safe removal of the car from the track if needed. These are installed on the racecar at the balance point of the chassis.
  - j. Chassis may be required to be drilled to check for thickness during inspections.
  - k. CSS recommends, at least annually, inspection of all steering components, spindles, hubs, axles, and wheels for stress cracks, etc. Breakage is dangerous and costly.
  - l. Cars must have solid "one piece" front axles.
2. **Brakes:**
- a. **No** carbon fiber or titanium brake parts, excluding brake pads, or rotors allowed.
  - b. All cars must have hydraulic foot operated four-wheel brakes. Cars with a live axle may utilize one brake for both rear wheels. ***Brake pressure mag kill switch is recommended.***
  - c. No copper, aluminum, or brass tubing allowed in brake plumbing.
3. **Car Construction:**
- a. Cars must have a solid underpan, without open holes, under the cockpit area and vertical panels to effectively seal the cockpit area from the engine compartment.
  - b. Bodywork on all cars must utilize a totally flat bottom, extending to the outer perimeters of the bodywork with no aerodynamic devices, scoops, generators, or airfoils exposed to the racing surface. The bottom of the main chassis structure will serve as the established plane for this measurement. Skirt devices of any kind will not be permitted. Any device bridging the space between the bodywork of the car and the racing surface is prohibited with the exception of the most forward section of the "nose" portion of the car's body. Cars may utilize a "skirt" across the front of the "nose", providing it is parallel to the front axle centerline. This skirt may not extend down the side(s) of the nose.
  - c. All bodywork from the front of the rear tires to the rear most section may not extend beyond the horizontal plane established by the inside of the rear tires.
  - d. Maximum body height (roadster body configuration) race ready and measured from the track surface may be a maximum of 39". This measurement does not include freestanding airfoils.

- e. All cars must have an adequate rear bumper for push starting and must have side nerf bars no less than center of rear tire in. Bumpers and nerf bars must use adequate attachment hardware.
- f. Roll cages are mandatory on all cars and new construction must use 4130 seamless steel tubing with a minimum O.D. of 1 1/2" and a minimum wall thickness of .095". This structure must be attached and secured to a strong component of the chassis structure and adequately braced fore and aft, including appropriate gusseting, to secure it in an upright position. All roll cages must pass technical inspection. All new car frame construction must incorporate the cage as part of the frame construction. The roll cage tubing on all four sides of the driver's head must be padded with an energy absorbing material and a headrest with a minimum of two inches of energy absorbing material placed behind the driver's head. It is recommended that roll cage be a minimum of 3" higher than driver's helmet when driver is properly seated in his/her car.
- g. Sitting in the car's seat, the driver must have a minimum of 135 degrees unobstructed vision, excluding engine induction system, on each side; 270 degrees total. This rule pertains to all wing (airfoils) attached to the bodywork and free standing.
- h. All cars will have a radiator overflow tank designed to hold a minimum of one quart of fluid. Overflow tanks must be placed inside the main frame rails.

#### 4. **Weight:**

- a. Maximum left side weight will be 68.0% at all times. The CSS reserves to weigh any car at any given time to enforce left side weight.
- b. Minimum total weight is based on left side weight category and induction type. All weights will be with driver in the car and fueled (race ready). Minimum weights are as follows:
  - i. Cars maintaining **57.0% or LESS** left side weight at all times have the following minimum total weights:
    1. 2 barrel carburetor – 1,850 lbs
    2. 4 barrel carburetor – 1,925 lbs
    3. Mech. fuel injection – 2,000 lbs
  - ii. Cars maintaining **68.0% or LESS** left side weight at all times have the following minimum total weights:
    1. 2 barrel carburetor – 2,050 lbs
    2. 4 barrel carburetor – 2,125 lbs
    3. Mech. fuel injection – 2,200 lbs
- c. Any car classifying as a **57.0% or LESS** left side weight car shall not exceed 57.0% left side weight at any time. Any car exceeding 57.0% left side weight must meet the minimum weights and wing requirements for the **68.0% or LESS** left side weight category based on induction type.

- d. A 25 lb deduction from the appropriate minimum weight will be allowed for any engine using ASCS Spec cylinder heads as specified in VII.A.6.a.
- e. All ballast used to make weight must be added between the main frame rails. Side fuel tanks must be operational. All ballast must be securely mounted and is subject to CSS Tech approval.
- f. **CSS reserves the right, on a race by race basis, to incrementally adjust minimum weight requirements, by category as well as on an individual car basis, to maintain equality and entertainment value.**

5. **Wings (Airfoils):**

- a. Maximum total wing (airfoil) area, excluding nose wing(s), allowed for cars with **57.0% or LESS** left side weight is 4,000 square inches. Maximum nose wing area is 500 square inches. Sprint Cars, as defined in Section I.B.7., with **57.0% or LESS** left side weight are allowed a maximum aggregate (top and nose wing combined) total wing (airfoil) area of 4,500 square inches.
- b. Maximum total wing (airfoil) area, excluding nose wing(s), for all cars with **68.0% or LESS** left side weight is 2,400 square inches. Maximum nose wing area is 500 square inches.
- c. **Top wings must have quick release pins unless driver has unobstructed exit through the top of the roll cage (wing is ahead or behind driver access area). This is mandatory.**
- d. Free standing airfoils must be inside the plane of the outside edge of the left rear tire.
- e. Nose wings that follow the contour of the body will be measured across the middle. Left side nose wings must be a minimum of 140 square inches. Single nose wings must be centered between frame rails.
- f. Maximum wickerbill height is one inch (1.0").
- g. For multiple wing surfaces, the surface of all levels will be added together regardless of gap. The wing will be measured by a straight line on the short side of the wing and each stage shall be measured separately.
- h. Airfoils mounted to suspension components will not be permitted. This includes birdcages, etc.
- i. Attachments or devices, which are moveable or adjustable while running, that affect airflow, are not permitted.

6. **Shocks:**

- a. Shock absorbers must have all valve mechanisms housed in a single cylindrical unit (no remote canisters). Shock absorbers may have only one external adjustment. This does not include any Shrader Valves to change gas pressure. ***All Schrader vales must be capped.*** Shock absorbers may be adjusted

remotely only by manual methods. Shock absorbers cannot operate or be adjusted electrically.

b. One manual weight jacker is allowed per car.

c. **Reserved**

7. **Mufflers:**

A muffling device will be required and all cars must meet local speedway DBA requirements to compete. There may be special events that require no muffling device and have no DBA requirement. When mufflers are required cars must tech to 95 DBA's or less at 100 feet.

8. **Ignition Switch:**

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

9. **Radios:**

Two-way radio/communication between driver and one spotter is allowed. Any blocking, rough or aggressive driving, and/or unbecoming conduct as a result of, or aided though the use of, radio communication is UNACCEPTABLE and will NOT be tolerated. **Officials' judgment and discretion making all decisions, regarding conduct involving two-way radio communication, are final, not protestable, and subject to the following MINIMUM penalties:**

- a. 1<sup>st</sup> Offense will result in loss of use of two-way communication for one race and probation for one calendar year.
- b. 2<sup>nd</sup> Offense will result in loss of two-way communication for one calendar year and possible fine and/or loss of points.
- c. Third offense will result in loss of two-way communication indefinitely and fine and loss of points.

10. **Steering Mechanism:**

- a. The steering mechanism must be engineered and assembled in accordance with sound engineering principles.
- b. All highly stressed steering components must be made from SAE 4130 steel or an alloy, specified by the manufacturer of the component, as equivalent in necessary strength for its intended use.

11. **Drive Shafts, Torque Arms, etc.:**

- a. All revolving parts inside the cockpit must be shielded by a protective guard.
- b. Open drive shafts must have adequate restraining loops fore and aft. These restraints should be a minimum one-inch tubing or equivalent materials. The u-

joint must have shields of minimum 1/8" steel or aluminum. This does not apply to half-shaft axles.

- c. Torque arms located within the driver's compartment must be restrained with safety loops of adequate strength.

## 12. Throttle:

- a. Throttle toe straps are mandatory. Additionally, a minimum number of return springs, three (3) for injectors & two (2) for carburetors, must be connected to the butterfly/throttle shaft(s). Throttle pedal return springs and operational Toe Strap kill switch are strongly recommended.
- b. If the throttle actuating mechanism is the cable type, the cables must be encased to ensure push-pull action.
- c. The throttle pedal must have a wide-open pedal stop.
- d. The injector throttle shaft or carburetor shaft must have a wide-open stop.

## 13. Seating System:

- a. To the degree practical, the seating system, whether upright or reclining, should provide lateral support on both left and right sides. Full containment seats are recommended.
- b. It is absolutely necessary in the reclining position to provide a kick-up (roll-up) forward to the buttocks of sufficient height and strength to prevent forward movement and/or rotation of the torso under the seat belt.
- c. Seat Belts:

The use of an approved seat belt with a quick release-opening clasp is mandatory. Both the fastening design and condition of the belt is subject to tech inspection and approval. Life of belts shall not exceed three years and meet the following requirements:

- i. Must be **SFI** approved and date punched **within two years of the current season**.
- ii. Minimum width three inches.
- iii. Must be at least a "five part system" to include a Sub Belt (a Crotch Belt).
- iv. Metal to metal quick release buckle.
- v. Belt material must be as short as practical.
- vi. Must be worn as tight as possible.

d. **Shoulder Harness:**

The use of double shoulder straps is mandatory. The shoulder harness must meet the following requirements:

- i. Two individual straps of adjustable length with metal ends designed to join the seat belts at the quick release mechanism, thereby forming a single release point for the seat belt/shoulder harness system.
- ii. Minimum width three inches.
- iii. Two belts joining in a "Y" behind the neck to form one strap is **NOT** allowed.
- iv. Harness straps should be attached directly to a strong structural member of the car, close behind the driver's head and neck. At points of attachment, they should be four to six inches apart. They should be attached to line approximately 90 degrees of the seat back and approximately level with the top of the driver's shoulders.

**14. Fire Suppression:**

Cars must have an on board fire system with a minimum 5 lb. capacity. Actuating buttons or pull pins must be within driver's reach when strapped in the car. A minimum of two nozzles in cockpit directed to upper and lower part of driver's torso and feet. Fire bottle must have a visible gauge. Fire bottle actuator must have a highly visible attachment (flag or decal) to readily identify its location.

**15. Mirrors:**

**No** Rear View Mirrors, or equivalent optical aides, allowed.

**16. Inspection:**

**No car will be allowed to compete until it has been inspected.**

**17. Technological Advances:**

Any exotic or newly developed production part **will require CSS approval.**

**18. Computers:**

No computers or computer sensors.

**19. Violations:**

The violation of any safety procedure may result in the loss of points and money for that event.

## VIII. TIRE AND WHEEL SPECIFICATIONS:

### A. Wheels:

1. No electric or electronic stagger control devices will be allowed on tire and wheel assemblies.
2. Each car shall only have two front wheels and two rear wheels in conventional location (LF, RF, LR, RR).
3. Wheel rim width is limited to a maximum of 20", measured between the outer bead seats of the rim.
4. All wheels must be approved by the CSS and the manufacturer.
5. Cars running lug nuts must run a lug nut on each operable threaded wheel stud and a minimum of 3 lug nuts on the left front and 5 lug nuts on each other wheel. The use of one centered large wheel nut and pressure plate (knock-off style) per wheel is the only exception.
6. Maximum Track Width is limited to 85", measured wheel to wheel, at the widest part of the rim. No portion of the car may extend outside of the tires (measured left rear in a straight plane) except air cleaners or Injector Stacks.

### B. Tires:

1. Only one tire per wheel allowed.
2. All tires that are qualified on must run the heat race and main event.
3. **Heat Race and Main Events:** You must run the tires you qualify on for the main event. During the heat race or main event if you change a tire, any tire, after the original green flag you will be put to the back of the full field of cars and be placed one lap down. However, if you damage a tire by a crash or debris, and if CSS Tech approves, you can change that tire(s) with only going to the back of the field. Any tire damage caused by an accident prior to the push off of the heat race or main event may be changed with CSS Tech approval and with no penalty.
4. No recapping of any tire will be allowed.
5. A minimum tire durometer will be established by CSS Tech. Any tire may be checked at any time. Any tire found below established minimum durometer must be replaced with a compliant used tire, or the car will be penalized (back of field, back of the field and one lap down, or not allowed to compete).
6. A maximum of 2 new tires per race allowed, except the first race of the year with CSS for that car.
7. The Right Rear tire must be raced a minimum of 2 consecutive race dates prior to eligibility for replacement.

8. **Only American Racer** brand tires in the following specified tire sizes and compounds are allowed by the CSS (A narrower tire and/or harder compound is allowed in substitution):

Normal events:

Left Front

24.0/11.0-15.0 131

Right Front

25.0/11.0-15.0 130

25.0/13.5-15.0 130

25.5/13.5-15.0 130

26.0/13.5-15.0 130

Left Rear

25.0/13.5-15.0 130

25.5/13.5-15.0 130

26.0/13.5-15.0 130

Right Rear

28.0/17.0-15.0 132

9. Special Events may bring forth special rule modifications to satisfy the terms of the joint club agreements, contracts and other conditions that require deviation from normal rule practices. The CSS continually reserves the right to negotiate these special terms for special events.

## **IX. OFFICIALS:**

### **A. Race Director:**

The Race Director is responsible for all pre race planning, including but not limited to personnel, track relations, oversees and has the ultimate authority over all races.

### **B. Chief Steward:**

Chief Steward enforces compliance with all CSS rules and regulations, and is responsible for all line-ups and pit area instructions (all logistics). This is the second person in command on race day. The only person to override this person's decision is the Race Director. In the event the Race Director is not present, the Chief Steward will run the race.

### **C. Tech Steward:**

Checks and inspects all cars and drivers for compliance with CSS rules and assists Chief Steward.

### **D. Flag Person:**

Flag person is in control of cars and drivers while on the track.

### **E. ALL DECISIONS MADE BY THE FLAGPERSON/STARTER, CHIEF STEWARD, TECH STEWARD AND RACE DIRECTOR ARE FINAL, PROVIDED THEY DO NOT CONFLICT WITH CSS RULES OR BYLAWS.**



**X. POINTS SCHEDULE:**

**A. Main Event:**

Place	Point
1 .....	50
2 .....	47
3 .....	45
4 .....	43
5 .....	41
6 .....	39
7 .....	37
8 .....	35
9 .....	33
10 .....	31
11 .....	30
12 .....	29
13 .....	28
14 .....	27
15 .....	26
16 .....	25
17 .....	24
18 .....	23
19 .....	22
20 .....	21

\*In any events that run more than 20 cars, those cars 21<sup>st</sup> and on will receive 20points.

**B. Qualifying:**

Place	Point
1 .....	5
2 .....	4
3 .....	3
4 .....	2
5 .....	1

**C. Heat Races:**

Place	Point
1 .....	12
2 .....	11
3 .....	10
4 .....	9
5 .....	8
6 .....	7
7- 10 .....	6

**D. Points Policy:**

1. Extra points or double points may be assigned to any race at the discretion of the Race Director.
2. CSS points can only be given to CSS members and day guest racers in good standing and conforming to CSS rules.

3. Points may be taken away as a result of rule infractions or unbecoming conduct by owners, crews or drivers.
4. Points are recorded by driver and owner separately.
5. All non-main event cars receive five "show up" points for all regular sanctioned events.

## **XI. PAY POLICY**

- A.** Season Ending Points awards are not paid to nonmembers.
- B.** To be eligible for nightly purse a cars must **Qualify** or take the warm-up or the first green flag in the **Last Chance Race or Main Event**.
- C.** Rain out or canceled events receive no pay.
- D.** Points Fund – **Reserved**

## **XII. RACE FORMATS:**

### **A. Normal Race Formats:**

Warm-ups will be 2 to 3 sessions of practice laps approximately 20 minutes each with sufficient time in between.

### **B. Qualifying:**

One warm up lap, two qualifying laps. The faster of the two qualifying laps is the time given for that qualifier. Officials will determine per event, that drivers or car owners draw for the qualifying order. Cars must be ready when needed or face fines or penalties for continued late arrivals or delays. If you are more than two cars out of your draw spot you will lose one qualifying lap. By the end of the qualifying session you must have qualified or lose the privilege of qualifying that day.

### **C. Heat Races:**

The number of cars at each event will determine the number of heat races.

### **D. Main Event Number of Laps:**

1. When car counts exceed CSS or track main event maximum car count policies then Last Chance races are run.
  - a. CSS reserves the right to add or deduct cars from the starting fields as necessary to meet special event requests and for safety reasons.
  - b. There is a possibility of a 2 car "Promoters Option" at all tracks.
  - c. The main event invert will be 1-4 pill, 2-6 pills, 2-8 pills, and 1-10 pill, and will be determined after qualifying and drawn by the fast qualifier at drivers meeting.
2. **Main Event:**

Main event number of for CSS Normal program is 30 green laps. Yellow always revert back to the last completed lap of the lead car. Fuel stop shall not be

anticipated at these events. Official's decision to fuel for exceptional condition is not protestable. Fuel run outs are at racer's risk.

**E. Last Chance Races:**

Last Chance races normally run with a minimum of 8 to 10 cars and are normally a 12-lap race. It is the official's decision that day as to the final car count required to run the Last Chance race. These cars run straight up, the fastest qualifiers in the front. Transfer spots earn no points in Last Chance races. Non-transfer cars receive the customary 5 points for attempting to run (X. D. 5.). The pit board shall indicate the number of transfer spots available to Last Chance racers.

- F. Special circumstances, contracts or events may bring forth special rule or format modifications to satisfy promoters' requests. **CSS officials continually reserve the right to negotiate and expedite these special terms for special events or circumstances.**

**XIII. DRIVER RESPONSIBILITY STATEMENT**

**It is the responsibility of the driver of the car to see that his car completely satisfies the rules, including but not limited to all safety rules. The driver of each car represents to the promoter and all others that his car has satisfied all applicable rules, including but not limited to safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.**

**CONTACT JEREMIAH BEARDEN or LANCE JACKSON, CSS EXECUTIVES, REGARDING ANY QUESTIONS ABOUT THESE RULES OF COMPETITION**

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