

Notes

2025
Rules of Conduct and Procedure
Technical Rules
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2025 Officials Contacts

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Rules of Conduct and Procedure Technical Rules

A. RULES OF CONDUCT

- A.1 The car owner and/or driver shall be responsible for the actions of his/her pit crew while at any ESS sanctioned race. In addition, each pit-crew member is equally responsible for their own actions.
- A.2 The driver and one other designated member shall be the only spokespersons for their particular car and crew. (*POLICY - the driver or designated member will not both speak on the same issue at the same time.*)
- A.3 No member shall enter the judge's tower or approach the starter's stand for the purpose of lodging a complaint or disputing a decision.
- A.4 No member shall use abusive language or threaten bodily harm or equipment damage when addressing another member or track official or subject such persons to unwanted physical contact. Such actions can result in loss of points, suspension and/or fine.
- A.5 No driver or pit-crew member shall drink intoxicants or use narcotics during any race meet. Any driver or pit crew member who arrives at a race meet and, in the opinion of the president, vice-president or pit steward, is under the influence of intoxicants or narcotics will be denied participation in the meet.
- A.6 When a car is started in the pit area it is recommended that the driver wear his/her driving suit, seat belt and harness, and helmet properly fastened. When a car is started on the track, such equipment usage is mandatory.
- A.7 No excessive speeding will be allowed in the pit area.
- A.8 Any driver, while racing, who commits unnecessary contact, harassment, or uses any driving tactic, whether intentional or not, that is considered dangerous by the starter, pit steward, drivers' committee, president or vice-president, will be deemed to be rough riding.
- A.9 Any driver or owner acting against or in opposition to a decision or policy of ESS officials or directors shall be subject to a loss of points, suspension and/or fine at the discretion of the Board of Directors.
- A.10 Upon an accident or any reason that your car is stopped on the track the driver must remain inside the vehicle until directed by safety personnel. Exceptions are for extreme circumstances

such as fire, leaking of fluids or any other emergency situation. Once driver is cleared to get out of the vehicle he/she must remain within a close distance to the vehicle until taken to the pits by an emergency vehicle, ESS ATV or climbing back in the vehicle while being towed. Under no circumstances should the driver walk from the scene on the racing surface. Failure to do so could result in disciplinary action such as fine, loss of points or suspension or a combination of any or all. All circumstances are at the discretion of ESS officials.

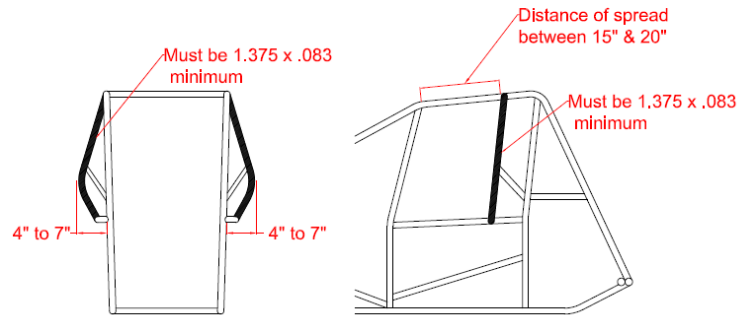
B. RULES OF PROCEDURE

- B.1 All cars are subject to inspection by the technical inspector or president, vice-president or their designee, at any time or place.
- B.2 All drivers and cars must be licensed by ESS to compete.
- B.3 Rookie drivers, as determined by the Drivers' Committee, president, vice-president or pit steward, could be required to start in scratch position as determined by ESS officials.
- B.4 Any driver who continually gets into trouble without good cause or appears unable to safely handle his/her car will be counseled at the direction of the Drivers' Committee, president, vice-president, or pit steward, and allowed to compete at a level and in a manner determined by the drivers' committee, president, vice-president or pit steward.
 - B.4.1 A car that is 2 laps down or more on the track and at an unsafe speed may be black flagged at the sole discretion of the race director.
- B.5 All drivers shall use diligent effort to be ready to compete and have their cars in line promptly when called.
- B.6 No car will enter the track under any condition (white, yellow or green flag conditions) without permission of an ESS official. Any car two (2) or more laps down may not reenter the track and will be done for the remainder of that event. (*POLICY: Cars are not allowed to enter the track under the white or green flag.*)
- B.7 Pit-crew members will not be allowed on the track unless requested by an official. In case of a refuel, no more than two crew members per car will be allowed on the track. Refueling, air pressure adjustment and additional tear offs are at the sole discretion of the race director during red flags.
- B.8 No repairs or adjustments will be made while on the track during any yellow flag period. When the yellow flag is displayed, a car may enter the designated work area for repairs of any race damage. Drivers will be given 2 courtesy laps for tracks 1/2 mile or more and for tracks less than a 1/2 mile

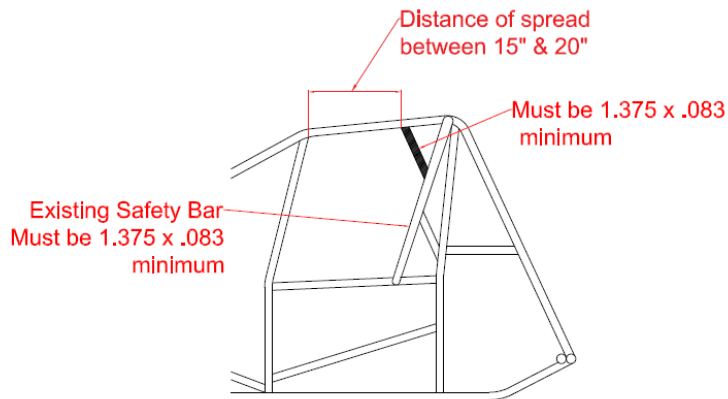
2025 Board of Directors

<i>Member</i>	<i>Cell #</i>
<i>Jason Barney (Chairman) JasonB@empiresprints.com</i>	<i>315-530-5938</i>
<i>Mike Stelter (Vice Chairman) MikeS@empiresprints.com</i>	<i>585-309-3663</i>
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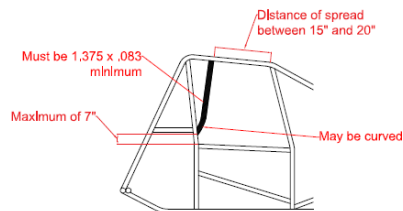
#1 Support Bar



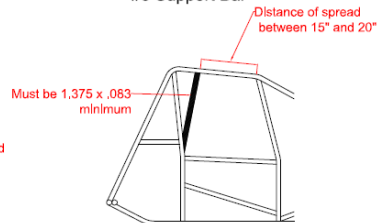
#2 Support Bar



#3 Support Bar Curved Option



#3 Support Bar



drivers will be given 3 courtesy laps. The laps will start when the car reaches the designated work area. Courtesy laps will only be allowed up to lap 15 in the A-Main. A driver will be eligible for courtesy laps only once during the A-Main. Repairs or adjustments that can be accomplished without tools and without delaying the restart may be made by the driver only during a red flag period. Any car that pulls off the track during a restart situation will automatically restart in the scratch position. In the event that more than one car pulls off the track the last to return will be scratch, with the others completing the end of the field. (POLICY: A violation removes the car from that particular race not necessarily the entire show.)

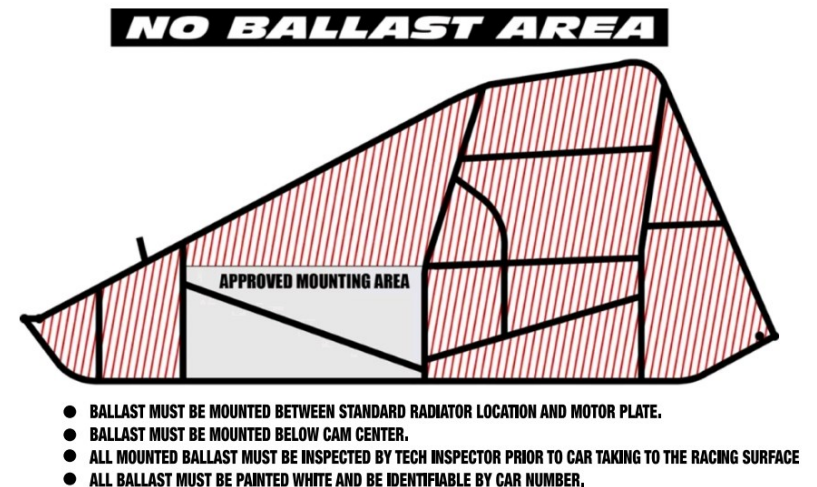
- B.9 The starter has complete charge of the track. Drivers shall immediately comply with the starter's commands, whether given verbally, by hand signal, or by flag.
- B.10 The number of cars starting any race shall be determined by the president and/or vice-president. In addition to those who have qualified, a bubble car may be started and go out for the A-Main. When the initial white flag comes out the bubble car shall pull in if the correct number of qualified cars are running on the track. If the lineup is short, the bubble car shall stay on the track and compete from the scratch position.
- B.11 All original starts and double file restarts will be at the drop of the green off the fourth corner. A cone, pole or other device may be used to indicate the spot the race starts. Cars shall remain in line until the race starts. Any car passing prior to the drop of the green will be set back by the starter, at the end of the race, two positions for each car passed. (POLICY: Leaders may be sent scratch by the Starter if a yellow is thrown due to a bad start.) Cars may not pass any pace vehicle unless directed by an official. Violators may be sent scratch for passing a pace vehicle.
- B.12 If there is an accident, the field will be restarted with the car or cars causing the restart, plus any stopped car, going to the rear of the field. If the first lap is not complete the field will be restarted double file per original line-up. When the race is restarted after the first lap is official it will be double file with lap cars dropping to the tail. The race will restart when leader reaches chalk line or cone. Restart positions after the first lap is complete shall be positions of the cars on the last completed lap when the yellow, red flag and/or lights were displayed. The leader has lane choice for double file restart with rest of the field following in double order per positions (ex. third place is inside row two, etc...). Should there be an immediate caution following double file restart without a lap being scored complete other than calling the restart back for an infraction, the ensuing restart will be single file. The leader will pick up the pace coming out of turn four and when approaching the cone may go. No car may check-up causing cars behind to slow down. Violators may be sent to the tail of the field.

(POLICY: Cars striking the cone, or passing before the cone, will be set back two spots [per car passed] at the end of the race. Passing shall occur when any part of the car begins to encroach on any part of the car in front. Restart position challenges shall be settled by the official's best judgment and that may include using the last lap scored. Some restarts may occur without a white flag to save time. In that event the pit stewards will signal by pointing flags.)

- B.13 The technical inspector, president or vice-president will enforce the technical rules and shall have the authority to deny a car permission to race based on their judgment of its condition relative to such rules.
- B.14 All racing must occur on the racing surface as defined by the president, vice-president or pit steward except where movement off the racing surface is necessitated to avoid an accident.
- B.15 The president, vice-president or pit steward will enforce the rules of procedure and conduct and determine sanctions as they deem most appropriate. Any suspension in excess of two race meets including the meet of the infraction, must have concurrence of a majority of the Board of Directors.
- B.16 When the starter, pit steward or technical inspector fail to observe or take no action in a matter believed by any member to be a violation of the rules, that member may request an informal discussion of the matter with the official. The official shall set the time, place and duration of such discussion. After the meet occurs, the official may choose to act on the matter or not act as he deems most appropriate. Any member wishing to protest a decision of the starter, pit steward or technical inspector must file his/her protest with the president and/or vice-president within 48 hours. Decisions of the president and/or vice-president may be protested to the Board of Directors by filing a written notice of protest within 48 hours. Car owners protesting another car and requesting tear down shall post the filing fee as follows: \$200 for minimal tear, \$500 for major tear down (i.e. heads, intake, oil pan, etc..) Protesting car owner must remain with challenged car during tear down. The president and/or vice president shall set appropriate time for tear down. All protest fees will be refunded when protest is upheld. In event of a major tear down, \$50.00 is paid to the tech inspector, the remaining will be refunded. Tear down fees will forfeit to the challenged owner in the event of an unsuccessful protest (\$200.00/\$450.00). *(POLICY: The A-Main finish will be posted for a 20-minute time period. During this period protests of the finish will be addressed. At the end of the aforementioned 20 minutes the posted and/or adjusted finish will be declared official and the A-Main payoff made. The time for posting may be further delayed due to cars being pumped.)*

The rules are established by a majority vote of the eligible voters in attendance at the annual meetings. They also may be amended during the year by a unanimous vote of the Board of Directors, on a temporary basis, pending the next Annual Meeting. The 2025 Annual Meeting will be held November 2025.

2025 Board of Directors:
 Jason Barney - Chairman
 Mike Stelter - Vice Chairman
 Shawn Donath
 Trevor Years
 Joe Trenca
 Jordan Poirier
 Jeff Thomas



Corrective lenses required for street use are required in competition. Also recommended are fireproof underwear, fireproof hood or Nomex lined helmet, fire resistant gloves, "horse collars" and "sissy bars", rock screen, cage nets with quick release mechanisms, and fully charged fire bottles. High back seats and roll bar padding on the uprights behind the seat and on the entire cage loop are highly recommended. Front and rear torsion arm stools and retainers are mandatory.

- G.27 **Numbers** - Numbers must be displayed on both sides of the car's tail and on the radiator shell if possible. Numbers on the center of the wing and both side boards are mandatory. It is not permitted to use only a letter as a means of identification. In case of duplicate numbers at a race a letter will be assigned by an official in charge. The #1 is reserved for the previous year's champion. The champion using #1 has his prior number reserved upon request in the first subsequent year past #1 eligibility.
- G.28 **Radios** - On-board, one-way radios, approved by the technical inspector, must be used. Only ESS officials may communicate with drivers using the on-board radio system. Official ESS radio communications overheard by others will not be used as the basis of a protest, nor will they be used in support of a protest.
- G.29 **Weight** - Minimum allowable weight is 1500 with driver and gear allowed. Cars with a fully charged properly mounted fire bottle receive a 10 lb. weight break. Bolt on weight is allowed only if mounted securely with at least 2 3/8" grade 8 bolts or billet weight clamps such as the ones offered by Bicknell and only fastened to 1 1/4" minimum tubing or larger. All weights must be painted white and have car number on them. (*See diagram from approved mounting area.*) You must still make weight if weight falls off. If weight is found after falling off, the car is then declared disqualified from said event and placed last with last place points and money earned if situation determines. The weight is determined by official ESS scales or scales approved by ESS officials are final. See diagram on page 19.
- G.30 **Transponders** - Transponders are mandatory at tracks that have the transponder loop equipped. Transponders will be mounted in a specific location determined by the technical inspector.
- G.31 **Cockpit Adjustments** - All cockpit adjustable devices are allowed.
- G.32 **Mirrors** - No mirrors are allowed
- G.33 **Traction Control** - No electronic traction control devices allowed.

- B.17 After an official notification of penalty, the team has 72 hours to the appeal the decision by letter to president, vice president or Board of Directors.
- B.18 Any rule or specification may be altered, deleted or added between successive annual meetings upon unanimous agreement of the Board of Directors. The new or revised rule or specification shall be temporary unless and until approved by a majority of the members casting votes at the next annual meeting. All members shall be notified by of such temporary rules or specifications. (*POLICY: The newsletter notification may be by use of the website Members Page.*)
- B.19 One vote will be allowed in formal voting for each car number registered in the current year when such car has received points in ten separate complete ESS events or have 2/3's of the total number of shows run in the current year. The voting member must be either the car owner or driver only and must be present at the annual rules meeting.
- B.20 Ample space must be left on a prominent part of the car, to be set forth by the officials, for participating ESS sponsor decals. These decals must be displayed at all times absent a special exemption by the president and/or vice-president.
- B.21 Cars equipped with 305 cubic inch engines and crate engines are allowed to start in positions earned throughout the night.

C. RULES OF SANCTION

- C.1 All members are subject to the rules of the club.
- C.2 All members must obey an order of an ESS official that pertains to the operation of the racing event.
- C.3 A violation of any rule or order is subject to a warning, loss of points, loss of position, fine and in the event of continued occurrences, suspension.
- C.4 A violation of any rule relating to abusive conduct, intoxicants or narcotics and unauthorized contact with track officials may be subject to immediate suspension without a warning.
- C.5 A driver determined to be rough riding may be black flagged and/or immediately suspended and is subject to a loss of up to 100 points per infraction. He/she is also subject to being placed in the scratch position for a designated number of A-Main races not to exceed 2 races per infraction.
- C.6 In the event a car is pumped over displacement standards or it's head or gasket is determined illegal, before the meet starts, the car may be disqualified for that meet. If pumped over or found illegal

after the A-Main race is run, the driver will lose any points and money won during that meet. In either circumstance, the driver may forfeit all points earned for the season and start scratch in the next meet.

- C.7 Any car or driver failing to meet the technical standards before the race may be denied permission to start. Any car that becomes unsafe or a hazard while on the track will be removed from the race.
- C.8 Any driver causing excessive delays in a race, such as two unassisted yellows or violating any rule of procedure will be removed from the track and scoring will be stopped for that driver.
- C.9 The finishing positions to be weighed will be posted on the line-up board and/or announced during the nightly drivers meeting. If a car fails to go to the scales and proceeds to his/her pit area or stall they will be subject to receive last place finishing position, points and money. Determination/discretion of how close to their pit are before penalty will be made by ESS officials. In the event a car weighs under per rule G.29 the driver will be penalized all points and money for the event.
- C.10 In the event a driver's car has an on-board, one-way radio in a configuration not approved by the technical inspector (such as with an unapproved frequency), the driver will be penalized all points and money for the event.
- C.11 No traction control devices of any type are allowed per G.13. Penalty is as follows: two-year suspension from infraction date for owner(s) and driver. Loss of all points earned year to date. Fine of \$1,000.00 for owner and \$1,000.00 for driver to be reinstated once the two-year suspension is served. Any application to register the same car earlier than two years by a different owner must be approved by the Board of Directors. Any car found to have traction control will be responsible for paying all costs associated with testing including shipping.

The ignition system or any component, thereof, may be impounded randomly, at the discretion of the technical inspector or in the event of a protest.

In order to protest a car for traction control, complainant must complete and sign an official ESS protest form accompanied by \$200.00 in cash.

- C.11.1 The altering of any tire compound, by any means will not be permitted. Chemical alteration of tread carcass and/or tread compound, such as "tire soaking" and or the introduction of tread 'softener' and/or physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted. Any tire may be inspected and/or analyzed for

1. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See diagram on page 20.
2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See diagram on page 20.
3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram on page 20.

- G.24 **Fuel Pumps** - No glass fuel pumps or strainers are permitted.
- G.25 **Wings** - Use of wing is mandatory. Specifications are maximum of 25 square feet with up to 30 x 72 inch side panels. Side panels can have an 8-degree allowance in the top two corners with no turn out on the rear edge (*Conventional looking side panels only subject to be checked at any time*). One and 1/4 inches of reinforcement material is allowed at top, bottom, front and back as long as it does not add to the height or length on any angle. All other flat surfaces attached to the top wing will be counted toward the total wing size. A two-inch wicker is allowed in an upright position at the discretion of the technical inspector. No side to side or up and down hydraulic wing setups (front to back only). Wing width shall not exceed the outer edges of the rear tires with no side foils, rudders or panels are to extend beyond the roll cage on either side. Numbers are mandatory on both sides of the wing. Nose wings are allowed but not mandatory. Nose wing specifications are maximum of 6 square feet of wing area with 11 inches of height and 12 inches of total material height with one-inch wicker allowed. In the event of a crash, the car may be permitted by the technical inspector, president or vice-president to continue racing that day without a wing.
- G.26 **Safety Equipment** - The following equipment is mandatory and must be worn or used: Approved safety belts that are no more than two years old, shoulder harness with approved mounting, Snell 15 approved helmet, plus two throttle return springs with one being pedal mounted and one injection mounted.

that weekend) (Note: The tire rule will be in effect thru the 2025 season subject to compound changes by Hoosier.)

NOTE - There is a burn off period April 1, 2025 - May 30, 2025 for existing HTC, medium and RD20 RR tires and RD12 LR tires.

- G.16.1 **Wheel Covers** - To have minimum of 5 mounting points using dzus fasteners, if only having 3 mounting points they must be bolted on all 3 points.
- G.16.2 **Tire Inflation Systems** - All in-axle tire inflation systems are prohibited.
- G.17 **Ignition** - Any type may be used, but all cars must have a shutoff switch within easy reach of the driver that clearly indicates the off position. All ignition wiring/boxes must be under the hood. Only the ignition switch and MSD Box will be allowed in the cockpit.
- G.18 **Exhaust** - Open port exhausts prohibited. Zoomies are legal. Mufflers, although not mandatory for ESS competition, will be required on a track-by-track basis where local and/or track rules dictate.
- G.19 **Underpan** - All cars are required to have an underpan or floorboard.
- G.20 **Dash** - An effective fire wall of metal, aluminum, or fiberglass must be installed between the engine compartment and the cockpit.
- G.21 **Fuel Tanks** - All tanks should be mounted securely. Bladders are mandatory.
- G.22 **Hoods** - All cars must have effective hood latches and must be securely fastened at all times during competition. Surface width not to exceed 2 inches wider than frame. Side risers are not to exceed 2 inches in height.
- G.23 **Roll Bars** - All cars must be equipped with full roll cages. Bars equivalent to the strength of chromoly 1 3/8 inches o.d., all with thickness of .090 and properly braced. No aluminum roll cages or frames. There must be a minimum of a 1 1/2 inch clearance from top of roll cage to top of the helmet shell. The bottom rail is not considered part of the roll cage.
- G.23.1 **Safety Bars** - Left and right support bars are mandatory.
- Left and right side support bars may be one of the three options:

alteration at any time.

- C.11.2 Any member that attempts and/or is found to be using tires altered in any manner, according to rule C.11.1, will be subject to the following penalties:
- A. Disqualification from the event(s) and;
 - B. A loss of all points earned from the event(s) and;
 - C. Return of all purse and/or contingency monies from the event(s);
 - D. A \$500 fine and;
 - E. A suspension of 4 races and;
 - F. Pay all costs incurred for testing including shipping.
- C.12 No fuel additives of any type per G.11. Penalty is as follows: two-year suspension from infraction date for owner(s) and driver. Loss of all points earned year to date. Fine of \$1,000.00 for owner and \$1,000.00 for driver to be reinstated once the two-year suspension is served. Any application to register the same car earlier than two years by a different owner must be approved by the Board of Directors. Any car found to have illegal fuel will be responsible for paying all costs associated with fuel testing.
- C.13 All point fund monies for overall ESS championship will go to teams that follow 2/3rds of the current racing season.

D. MEMBERSHIP

- D.1 Definitions: (Eligible for registration)
- D.1.1 **Car** - any sprint car meeting ESS specifications.
 - D.1.2 **Owner** - any person actually having possessive interest in an eligible car.
 - D.1.3 **Driver** - any person the age of 14 years or older considered an experienced driver by the President or Vice-President.
 - D.1.4 **Crew** - any person actually assigned a repair or maintenance function on an eligible car.
 - D.1.5 **Associate** - any person sponsored as an associate of a car or the ESS tour.
 - D.1.6 **Jr. Associate** - any person under 14 years of age sponsored by a registered owner.
 - D.1.7 **Sponsor** - any person actually contributing in some monetary way to the maintenance effort of a registered car, or an official ESS sponsor.

D.1.8 **Official** - the president, vice-president, pit steward, technical inspector, starter, scorer, treasurer, public relations director, and any other person designated by the Board of Directors to perform official duties.

D.1.9 **Temporary Permit** - a permit to allow one driver and car to compete in one full show. Drivers on a temporary permit are only eligible for money won through their finish in the A-Main.

D.2 Any person may become a member of Empire Super Sprints if they are sponsored by a registered owner, an official, or a member of the Board of Directors.

D.3 No more than 5 Jr. Associate members may be sponsored per registered car.

D.4 The number of other members is unlimited.

D.5 Persons wishing to join as a Driver or Owner do not need to be sponsored.

D.6 Drivers will be further classified as rookie drivers until they have demonstrated a level of driving skill determined by the president, vice-president, pit steward or Drivers' Committee to be that of an experienced driver.

D.7 **Dues**

D.7.1	Car & Driver	\$175.00
D.7.2	Driver	\$ 50.00
D.7.3	Owner	\$ 30.00
D.7.4	Crew	\$ 30.00
D.7.5	Associate	\$ 30.00
D.7.6	Jr. Associate	No Fee
D.7.7	Sponsor	\$ 30.00
D.7.8	Official	No Fee
D.7.9	Temporary Permit	\$60.00

D.8 When an application for membership has been approved by the president, vice-president and/or their designee and the required fee paid, the particular car or member shall be considered registered.

E. POINTS

E.1 **Show-up** - 15 points will be awarded to any driver who makes a reasonable attempt to fire a car in warm-ups, any heat or B-main, or the A-main.

must be approved by the technical inspector.

G.9 **Frame** - Special racing type only. Aluminum frames and roll cages disallowed. No bolt-on roll cages. Motor must be located in the center of the frame rails.

G.10 **Body** - Special racing car type with approved tail or tail fuel tank. No body panels are to go beyond or underneath the car. No body pieces are to extend beyond the rear of roll cage. No pieces may be added to the basic frame so as to resemble, imitate or be specifically designed to deflect, trap, or form a wind break of any nature except those to cool or protect the motor and braking system. Left side cockpit must be open. Right side arm guard can extend up to 7 inches from outside the roll cage. All body materials and parts are subject to approval by the tech inspector, president or vice president.

G.11 **Fuel** - Pure Methanol type only. No nitro methane, no additives of any kind. Fuel will be subject to examination upon request. Must have fuel shutoff that clearly indicates the off position.

G.12 **Steering** - Stock or special steering wheel must have insert for unit rim and spider. Removable type steering wheel only.

G.13 **Axles** - Only conventional steel straight front axle with king pin allowed. Front axle tethers are mandatory. Tethers must be attached to the chassis; tether systems must include a king pin to king pin tether that will attach to each king pin. Tethers should be installed using the manufacturers provided fasteners. Tether systems must be pre-approved and installed in accordance with manufacturer's instructions. Radius rod tether systems must wrap around the axle per manufacturer's instructions.

Approved Systems:

Amick Associates Choke Style Sprint Car Axle Tether
Butlerbuilt Sprint Car King Pin Front Axle Restraint Tether
Butlerbuilt Clamp Style Axle Tethers
Crow Winged Sprint Car Wrap Around Style Tethers

G.14 **Brakes** - Cars must have operative front and rear brakes.

G.15 **Wheelbase** - A minimum of 84 inches required. 100 inches maximum.

G.16 **Tires and Wheels** - Only Hoosier tires are allowed on all four corners of the car. The only right rear allowed is a plated "HTC or Medium 1" 105/16.0-15. Maximum right rear wheel width is 18 inches and maximum left rear wheel width is 15 inches. The left rear will be a D12A compound only sizes 90/15, 92/15, 93/15, 94/15 and 96/15. Front tires must be D12 or D15. (Note - Front tires can be non-Hoosier brand for only one race or in case of a multi-race weekend the duration of

machining from the original manufacturer. This area will be measured with an ASCS approved gauge.

3. Absolutely no exhaust port relocation, raising, enlargement, or reshaping of any kind.
 - A. Polishing is allowed as long as the original ASCS logo is not affected, or port shape is not altered substantially.
 - B. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
 - C. Exhaust port openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks.
4. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

G.4.3 **Non spec Chevy heads** will be allowed but must have an unaltered ASCS intake restricting gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top. The ASCS restrictor gasket must protrude a minimum of .150 inch into the roof line of both the injector and the cylinder head port. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. Non spec heads must have stock intake bolt location and injector manifold is to be installed with stock 3/8-inch diameter bolts. No step studs or relocating bolts. You CANNOT enlarge or relocate restricting gasket bolt holes.

No Brodix #12 heads - no 18-degree heads, no canted valve heads, no heads other than original 23-degree valve angle heads. All aluminum heads must remain within 1 degree of the OEM valve angle.

- G.4.4 All oil pans must have inspection plug. Pans without plug will be subject to pan removal at any time.
- G.4.5 The rules pertain to the small block Chevrolet. However, any engine may be used after the heads have been approved by ESS. No V6 engines will be allowed.
- G.5 **Bumpers** - All cars must be equipped with front and rear bumpers, securely attached and suitable for towing/lifting.
- G.6 **Nerf Bars** - Left and right side nerf bars should be attached securely and will not extend past the tire width of the car.
- G.7 **Transmission** - Any type permitted.
- G.8 **Drive Shaft** - Enclosed drive line with round safety tube only;

- E.2 **Heat** - 12 points will be awarded to the winner of a heat race with each diminishing position earning one less point than the one ahead.
- E.3 **B-Main - No points.**
- E.4 **A-Main Points:**

1st	100	9th . . .	.55	17th . . .	.24
2nd . . .	.90	10th . . .	.50	18th . . .	.21
3rd . . . .	.85	11th . . .	.46	19th . . .	.18
4th . . . .	.80	12th . . .	.42	20th . . .	.15
5th . . . .	.75	13th . . .	.38	21st . . .	.13
6th . . . .	.70	14th . . .	.34	22nd . . .	.11
7th . . . .	.65	15th . . .	.30	23rd . . .	.9
8th . . . .	.60	16th . . .	.27	24th . . .	.7
- E.5 Additional or modified points may be awarded by the Board of Directors at selected or special events. In the event that a driver who has come to race subsequently loans his/her car to another driver for the B or A-mains they will be awarded points earned up to the point of loaning said car.
- E.6 The worst point total will be dropped at seasons end. (*Driver will still receive credit for all events attended.*)

F. QUALIFYING

- F.1 Qualifying groups will be determined by open draw as follows:
- F.2 **Heats** - Heat starting positions will be determined by group time trials during hot laps followed by an invert pill draw of 0 or 4. Each time trial group will be split evenly into groups A and B at tracks deemed appropriate by the president and/or vice president. If there is not an even number, then the division will be formed as equal as possible. Groups A and B of each time trial group will run separate timed hot laps but will be competing against their entire time trial group. If drivers in the same qualifying group have the same fast qualifying time, position will be determined by their second fastest lap. (*Note: Heat races are 10 laps.*) (*Note: If timing loop is not in place or in working order, then open draw for heat line-ups will be used.*)
 - F.2.1 If two or three heats are held, six cars from each heat will qualify for the A-Main. (If four heats are run, five cars will qualify.) If 32 cars or more, 4 heats will be used. The balance will run the B-Main. An exception may be made by the president and/or vice president.
- F.3 **B-Main** - Start heads up, alternating by position and heat finish. Sufficient number of cars needed to round out the A-Main will qualify.

- F.4 **A-Main** - Twenty-four (24) cars will start the A-Main. Exceptions may be made by the president and/or vice-president for provisional or buy-in starters, or under exceptional circumstances.
(Provisionals are permitted twice per season for drivers who have competed in 2/3rds of ESS events during the season. If multiple drivers request a provisional they will be awarded by highest in tour points and before any cars who did not take a green flag during the event. Provisional starters take precedent over buy-in starters. Buy-In starters are drivers who took the green flag in the B-Main finishing outside a qualifying position and have participated in 2/3rds. of the ESS events during the season. Buy-ins are offered by position finished in the B-Main.)
- F.4.1 **Assignment** - Cars qualifying via the heats will redraw positions 1-12 (1-8 for 2-heats). Cars 13-18 dash finish or straight up heat finish (3-heats). 13-16 dash finish and 17-20 straight up heat finish or 13-20 straight up heat finish (4-heats). 9-12 dash finish or straight up heat finish (2-heats). In either case B-main qualifiers follow straight up. Provisionals and Buy-Ins may be added as the last two positions.
(Policy - A driver can start the A-Main in scratch position if he/she had to scratch a previous qualified car.)
- F.5 A driver may be placed scratch in any race regardless of his/her appearance, handicapping value, or point status if the president, vice-president, pit steward or the Drivers' Committee requests that such action is in the best interest of the safety of all the competitors.
- F.6 If a driver switches a car after qualifying or any racing event, he/she will have to start scratch in the next event.

G. TECHNICAL RULES

- G.1 **Blocks** - No aluminum blocks; must be cast iron V8 with a single push rod and 2 valves per cylinder.
- G.2 **Displacement** - 360 cubic inches maximum plus 1% tolerance (363.6).
- G.3 **Motors** - Normally aspirated motors; no turbo or supercharged motors. No electric computer-controlled timing devices. No computer control devices. Standard rotation only. No titanium in motor except valves and valve retainers. Must be fuel injected.
- G.4 **Injectors and Heads**
- G.4.1 **Injectors** - A maximum inside injector stack diameter of 2 3/16" at least 3" in length is allowed. Note: Larger injectors may be used but sleeves a minimum of 3" in length must be

installed above the butterfly. No alteration of injector manifold mounting holes will be allowed. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed. No down nozzle injectors. No timed fuel injectors will be allowed. Only one injector nozzle and one injector line per cylinder and it must be in the injector casting. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

G.4.2 **Spec Heads** - Brodix heads, part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar), with ASCS stamp may not be altered in any way. Intake openings no larger than original, the only exception being inlet opening may be ground or polished 3/4 inch or no further into the port than the closest edge of the closest letter of the ASCS logo. During the polishing, the left side of the letter A is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port, sometimes polish marks may go slightly further than the 3/4 inch. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original ASCS logo is not affected, or port shape is not altered substantially. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type and intake to head angle must remain within 1 degree of stock. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures will be used by ESS officials to enforce specifications and dimensions.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:
 - A. ASCS Chevy-FP #1206 or equivalent
 - B. ASCS Ford-FP #1262 or equivalent
 - C. ASCS Mopar-FP #1213 or equivalent
 2. Porting and polishing of intake ports is allowed with the following restrictions:
 - A. All ASCS logos must remain completely intact.
 - B. Intake port openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks.
 - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
 - D. Maximum allowable width of pushrod area as follows:
 1. ASCS Chevy - 2.630
 2. ASCS Ford - 1.300
 3. ASCS Mopar - 2.450
- ** Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod