

ESS RULE CHANGES FOR 2026

A.Rules of Conduct

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. **If a driver gets out of his/her car during a yellow or red flag, 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. the driver will be disqualified for the entire night and he/she receives no pay, contingencies, or points, and will start tail in their next ESS event in all races for that night.**

B.Rules of Procedure

B.7 Pit-crew members will not be allowed on the track unless requested by an official. **In case of an open red, a refuel, no more than two crew members per car will be allowed on the track. refueling and anything that can be done on the car without the tires leaving the surface of the racetrack are allowed. A horn will blast a 2 minute warning, a 2nd horn blast will be the 1 minute warning and the 3rd blast will signal work time is over. If any crew are still at the car, the car will restart at the tail. 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 ½ mile or more and for tracks less than a ½ mile 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.21 - Cars equipped with **CRSA/IMCA/RACEsaver** 305 cubic inch engines and **Ohsweken/Brockville/Can-Am 602** crate engines are allowed to start in positions earned throughout the night.

F.Qualifying

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. 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 8 laps.)** *(Note: If timing loop is not in place or in working order, then open draw for heat line-ups will be used.)*

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. **B-Main is 10 laps if there are 10 or less cars. B-Main is 12 laps if there are 11 or more cars.**

G. Technical Rules

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. **CRSA/IMCA/RACEsaver 305 cubic inch engines and Ohsweken/Brockville/Can-Am 602 crate engines are legal to race.**

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 sides 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/**her** prior number reserved upon request in the first subsequent year past #1 eligibility.