

**Lucas Oil ASCS2 Rulebook**  
2011 RULEBOOK  
Cactus Region

**SECTION 1 - GENERAL INFORMATION**

This booklet contains the official rules and car specifications for all sanctioned events of the American Small Car Series. Any point not covered herein shall be resolved by the ASCS2 or their appointed representative.

It is the intent of ASCS2 to NOT revise the rule book during the season. However, we reserve the right to make changes when necessary for safety, cost or technical reasons.

All cars MUST display the official decals of major ASCS2 sponsors; ASCS2, Lucas Oil, Hoosier or any other designated sponsors to be eligible for contingency and point fund. Drivers must be a member by June 1<sup>st</sup>, 2011 AND compete in at least 75% of events, in order to qualify for point fund money. Cars must display decals on both sides of car in a clearly visible location. Decals shall be provided free of charge by ASCS2.

All drivers participating in an ASCS2 sanctioned event are encouraged to purchase a license from ASCS2 at a cost of \$75 per year. The benefits of membership include:

- an insurance policy from K&K Racing Insurance will be issued to each paid member, Account Policy # KPX-0000003746800 (policy # subject to change), \$5,000 accidental death & dismemberment, \$20,000 medical accident (with \$10,000 deductible or any available track insurance, whichever is higher, see policy for details). This policy is also available for pit crews.
- Eligible for season championship points fund and contingency awards. (Requires participation in 75% of races)
- Eligible for contingency awards at each event

All cars entering will pay an entry fee of \$10 per show payable at draw.

There may be special event shows during the year. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.

All races will run as ASCS2 officials feel is to the best interest of the race program.

ASCS2 Season Championship points shall be awarded to drivers in accordance with the following schedule:

### **A Feature Points**

1. 150	13. 104
2. 142	14. 102
3. 135	15. 100
4. 130	16. 98
5. 125	17. 96
6. 122	18. 94
7. 119	19. 92
8. 116	20. 90
9. 113	21. 89
10. 110	22. 88
11. 108	23. 87
12. 106	24. 86

65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature. 50 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in Heat or Feature action

### **SECTION 2 – QUALIFYING**

The following format is typical of most race events. Specific procedures will be announced at each drivers meeting.

Qualifying heat races will be held at all events. Lineup for heat races will normally be determined by random draw. However, time trials may be held at some shows, depending on car count.

The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. As each number is drawn for a car, that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race, the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats.

Any cars not represented at the drawing shall be placed at the rear of a heat race. Cars not present for the draw will not earn passing points, but will be awarded finish position points only.

Passing points will determine the starting position for the balance of races scheduled. The top 4 cars will redraw to determine the front two rows. The fifth highest in passing points will start inside 3<sup>rd</sup> row, 6<sup>th</sup> highest in passing points will start outside 3<sup>rd</sup> row, etc.

In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points. Passing points will be calculated on the actual starting position on the final parade lap.

ASCS2 officials will determine the number of heat races, number of cars locked into the A feature, number of B features, use of one or more qualifiers and the number of transfer positions following determination of the car count at each event.

In the event a two-day race is scheduled, the first day will be run with the same format as the second day with the exception that the first four finishing positions in the A Feature the first day can be locked in to the second day A feature. Those 4 positions will redraw for starting order along with the top 2 in passing points on the second day.

Any driver failing to "pack the track" when requested will not be awarded passing points.

A car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his qualifying heat race. An exception to this rule will be in a two day race for drivers who have not locked in.

### Passing Points System

There are 7 points between each finish position with a +5 point bonus for moving forward and a -1.5 point penalty for moving backwards in the running order. The following table can be used to easily determine the total points earned.

		<u>Start</u>											
		<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>
<u>Finish</u>	<u>1</u>	<b>100</b>	105	110	115	120	125	130	135	140	145	150	155
	<u>2</u>	91.5	<b>93</b>	98	103	108	113	118	123	128	133	138	143
	<u>3</u>	83	84.5	<b>86</b>	91	96	101	106	111	116	121	126	131
	<u>4</u>	74.5	76	77.5	<b>79</b>	84	89	94	99	104	109	114	119
	<u>5</u>	66	67.5	69	70.5	<b>72</b>	77	82	87	92	97	102	107
	<u>6</u>	57.5	59	60.5	62	63.5	<b>65</b>	70	75	80	85	90	95
	<u>7</u>	49	50.5	52	53.5	55	56.5	<b>58</b>	63	68	73	78	83
	<u>8</u>	40.5	42	43.5	45	46.5	48	49.5	<b>51</b>	56	61	66	71
	<u>9</u>	32	33.5	35	36.5	38	39.5	41	42.5	<b>44</b>	49	54	59
	<u>10</u>	23.5	25	26.5	28	29.5	31	32.5	34	35.5	<b>37</b>	42	47
	<u>11</u>	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	<b>30</b>	35
	<u>12</u>	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	<b>23</b>

### SECTION 3 – RACE PROCEDURES

The lineup posted on the pit bulletin board when cars enter the racing surface for any race shall be the final line-up. In the event a car drops out of the line-up for mechanical reasons, the balance of the field shall move straight forward. If 2 cars drop out from same row, prior to the first green flag, a "criss-cross" lineup change will be used.

The start will be official only upon the starter signaling with the green flag. In the event a pace car is used, all cars shall take their proper position behind it. In the event a pace car is not used, the pole car will set the pace which shall be consistent with track conditions and as required to keep the field in formation. ASCS2 shall be empowered to disqualify or penalize any driver violating this rule.

A white line or cone will be placed on the turn 4 area for all double file starts. All cars must remain in proper order until the lead car or cars reach this point. Flag man will be instructed not to throw the green flag until then. If in officials judgment the front row car or cars are out of position a yellow will be displayed, after the green and a warning given to offender. Any further violation will result in the offender being placed a row back with car behind offender being brought to front row. Any other car not in proper position in officials judgment will be penalized a minimum of 2 positions plus one position for each position gained over one. This penalty will be imposed on the next yellow or red flag. If there is no flag after penalty then it will be enforced at end of race.

Any car requiring a second push on start or restart of race will be placed at rear.

On all single file starts after one lap the restarts will start at a cone to be placed on the front straight-away. The leader must start race at or near the cone and all cars must go outside of cone in the proper aligned order. Leader must set a consistent pace. Any car going inside of cone, hitting cone or passing a car prior to going outside of cone will cause yellow and be placed on rear. If no yellow appears you will be penalized two (2) spots for each position passed at the finish.

Any car on or near the racing surface that delays the start or restart of any race shall be sent to the back of the field by Officials. A work area may be designated at drivers meeting. Any car worked on outside the work area will be finished for that race. If no work area is designated, no work may be done on any car during the race except under an open red flag.

Alternates will not be taken to fill any vacancies that occur. Drivers who lock-in the first day of a two day show, but do not race the second day, will be replaced by adding additional passing points qualifiers on the second day to make the 6 car draw.

Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

**NO SHIFTER STARTS.** Any driver observed to be shifting on the start, or any car which appears to be shifting on the start will be placed at the rear of the field.

Drivers shall remain seated in their car at all times with seatbelts secure while on the racetrack, except under an open red flag. Any driver getting out of the race car seat shall be disqualified from that race. Additional penalties may be assessed for sportsmanship incidents that occur while out of the car. An exception will be made for a safety issue such as, but not limited to, fire. The decision by the ASCS2 officials at the time of the violation is final.

Any car that stops in the infield and goes one lap down may not re-enter the race.

## **SECTION 4 – FLAG PROCEDURES**

### **Yellow Flag:**

All cars stopping on a yellow, will be placed on the rear of the restart line-up. An area may be designated for any work to be done during a yellow flag. Cars remaining on racing surface that are able to restart without service will be placed on the rear, in the order they were running prior to yellow flag. Any car that goes one or more laps down while in the work area or pit area will be finished for that race.

Any driver who works on his car or permits any other person (other than a track official) to work on his car on the racing surface, during a yellow flag, shall be finished for that race.

Any car that is involved in two unassisted yellow flags will be disqualified for that race. If a yellow flag is thrown for debris, ASCS2 official will attempt to determine the car the debris came from. If the car can be determined, that car will be sent to the rear for causing the yellow flag.

There will be one attempt at a green-white-checkered flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.

### **Red Flag:**

Cars that the red flag was thrown for, and any other cars that change any tire will be placed at the rear of restarting line-up. All other cars not involved will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they did not exit the track or designated red flag work area.

It shall be the decision of the flag man and ASCS2 as to what cars flags were displayed for, and their decision is final.

All Restarting line-ups will be single file after one lap with any lapped cars being placed in lineup. Note: Any car changing any tire during red flag will be placed at rear also. (Wheel spacers may be changed if monitored by track officials).

A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment for all cars finishing after the yellow or red flag is thrown.

## SECTION 5 – ENGINES & FUEL

### All Classes

No traction control. No telemetry systems. Data logging systems (i.e. Mychron) are OK.

Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by AMSA officials. NOTE: Fuel samples may be taken for analysis and prize money may be withheld until results are known. (Penalty for fuel infraction will result in forfeiture of all points and moneys won during event detected, and a fine up to \$1000 for first infraction. 2nd infraction subject to suspension up to 1 calendar year.)

640cc maximum displacement. No Nitrous, turbo or superchargers permitted.

**Weight Rule:** Including the driver, at the conclusion of the race.

Loss of any bolt-on weight during competition will disqualify the individual from that event.

	<u>Wing</u>	<u>Non Wing</u>
600cc (Stock)	775lbs	750lbs
601cc to 619cc	800lbs	775lbs
620cc to 640cc	825lbs	800lbs

Wings: Outlaw Micro Sprint 4x4max, left sideboard 26" x 54", right sideboard 24" x 54". Nose wing 4 sq. foot max

No cockpit adjustments of any kind.

## SECTION 6 – CHASSIS SPECS

Any micro sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 50 inches, maximum wheel-base of 70 inches.

All cars must be equipped with either a tail tank & bladder OR with a safety cell.

Fuel cell securely mounted. Tank used for qualifying heats must remain for all events.

No flammable liquids allowed in cooling systems. *All Cars must comply by May 30<sup>th</sup>, 2011*

Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, rear bumpers or nerf bars. Aluminum front bumpers are allowed. Nerf bars must not be outside of tires.

Steel, aluminum or titanium brake rotors only.

No hollow, tubular or drilled out bolts allowed.

Any cars with a frame that does not enclose the front axle must have the front axle tethered with "seat belt" material that is securely attached.

The right side opening of body must be a minimum of 10 inches vertical at any point.

## **Tires and Wheels**

Right Rear Hoosier Racing Tire, stamped ASCS2 tire must test with a durometer 50, all classes.

Beadlocks recommended on all wheels.

## **SECTION 7 – SAFETY EQUIPMENT**

All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.

All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. AMSA strongly recommends a five point hookup with 3 inch belts.

ASCS2 strongly recommends the use of a HANS or other head restraint system, head sock, and fire retardant underwear. Any driver not using a head restraint system should wear a collarbone pad.

## **SECTION 8 – MISCELLANEOUS**

### **SPORTSMANSHIP**

Micro Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crews. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

### **Protest Fees** (Figures In Parenthesis Are Filing Fees)

Motor tear down RULES TO BE ANNOUNCED SOON.

P & G fuel test \$500 (\$100).

Other technical protest: \$200 (\$100).

### **Rain Outs**

In the event a sanctioned race is rained out prior to the completing of all races and rescheduled for a later date, the entry fee shall be rain-checked for those who have already paid. At the rescheduled race, all races shall be rerun and all drivers will redraw for starting positions. In the event no races have been run and the event is not rescheduled, entry fees and pit fees shall be refunded. One lap over half-way through an A Feature event shall constitute a complete race in the event a race is stopped due to bad weather. If a race is stopped by use of the red flag and is ruled completed, the finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag. Any car or cars red flagged will be put to the rear of the line-up of official finish.