

Empire Super Sprints

2007

Rules of Conduct and Procedure Technical Rules

Language changes from the 2006 book are printed in **red** below

A. Rules of Conduct

A.1 The car owner and/or driver shall be responsible for the actions of his 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.

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 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.

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, will be required to start a minimum of three race meets in the scratch position.

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.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 will be at the sole discretion of the President and/or Vice-President. Tear-offs may be taken out during fuel stops only.

B.8 No repairs or adjustments will be made while on the track during any yellow flag period. 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 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 where 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. When the race is restarted after the first lap is official the restart shall be single file. Lapped cars may remain in position or drop to the tail. Upon restart of the race they shall move to the inside to allow passing by cars racing on the leader's lap. The race will restart following a white flag when the leader reaches the restart cone. Restart positions after the first lap shall be per positions of the cars when the yellow or red flag, and/or lights, was displayed. 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 re-starts 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 it's 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 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 a \$200.00 filing fee and remain with the challenged car during tear down. The President and/or Vice-President shall set the appropriate time for tear down. All protest fees will be refunded when protest is upheld. Tear down fees will forfeit to the challenged owner in the event of an unsuccessful protest. (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.)

B.17 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 newsletter of such temporary rules or specifications. (POLICY: The newsletter notification may be by use of the website Members page)

B.18 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 in the current year. Proxy voting is permissible if notification by the car owner offering his proxy is made in writing to any member of the Board of Directors. Any person casting a vote must be an ESS member.

B.19 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.

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, 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. Any car running scratch for any penalty will be assessed 127 points per race.

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 required to be weighed after a race will be posted on the line-up board. In the event a car fails to go **directly to the scales** the driver will receive last place money and points. In the event a car weighs under per Rule G.29 the driver will be penalized all points and money for the event and will be assessed 127 handicap points. In addition, he/she will not receive appearance credit toward inversion eligibility.

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 and will be assessed 127 handicap points. In addition, he/she will not receive appearance credit toward inversion eligibility.

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 \$1000.00 for owner and \$1000.00 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.

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.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 \$1000.00

for owner and \$1000.00 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 the fuel testing.

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 15 years of age 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 15 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:

	Until Jan 15	After Jan 15
D.7.1 Car	\$50.00	\$100.00
D.7.2 Driver	\$30.00	\$ 50.00

D.7.3	Owner	\$30.00	\$ 30.00
D.7.4	Crew	\$30.00	\$ 30.00
D.7.5	Associate	\$30.00	\$ 30.00
D.7.6	Jr. Associate	No Fee	
D.7.7	Sponsor	\$30.00	\$ 30.00
D.7.8	Official	No Fee	
D.7.9	Temporary Permit	\$50.00	

D.8 When an application for membership has been approved by the President or Vice-President, 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.

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:

Pos	Points	Pos	Points	Pos	Points
1.	100	9.	55	17.	24
2.	90	10.	50	18.	21
3.	85	11.	46	19.	18
4.	80	12.	42	20.	15
5.	75	13.	38	21.	13
6.	70	14.	34	22.	11
7.	65	15.	30	23.	9
8.	60	16.	27	24.	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 car to another driver for the balance of the race meet he/she will not be awarded any Show-up, Heat or A-Main points.

F. Handicapping

F.1 The purpose of handicapping is to promote competition on the track and to provide competitors who have been less successful a fairly determined momentary advantage over those experiencing success. It is structured to reward those persons who have been loyal to

ESS race meets. (POLICY: lineups for the first race of the season will be determined by a draw for positions by all veteran drivers who are ESS Members at the time of the draw, with drivers determined to be Rookies and those competing on a Temporary Permit filling the field. The top finishers from each heat will re-draw for the A-main.)

F.2 Heats - Two thirds of each Heat qualify for the A-Main. An exception may be made at the discretion of the President and/or Vice-President.

F.2.1 Assignment - depending on the number of heats to be run (two, three, or four) every second, third, or fourth eligible person on the current handicapping value list shall be assigned to a Heat.

F.2.2 Handicapping Value - Drivers will be given a handicapping value by dividing their total number of points accumulated over the previous four ESS sanctioned race meets by the number four, to coincide with the last four meets. For the limited purpose of determining this value, the driver's point total will be assessed 127 additional points for each ESS race meet in which he/she did not compete; 127 points equaling the total number of points available at a given race meet, (100 A-Main win + 12 Heat win + 15 Show-up = 127). (POLICY - In the event a driver who has come to race subsequently loans his car to another driver for the balance of the race meet, he/she shall be assessed 127 Handicap points but will be given credit for attending the meet.)

F.2.3 An exception to the 127 point penalty assessment for a no-show may be made for inversion eligible drivers (see F.2.4) by the Board of Directors. The basis for such exception shall be a mechanical failure of the car which is not reasonably repairable by race time or a compelling family emergency. Such exception shall not be requested to avoid a long distance travel race, and in any event shall be available only once in a race season. In the event an exception is made, the driver will be assessed an amount equal to his current handicapping value and he/she will be credited with attending the race for inversion purposes. The request for such exemption shall be made prior to the affected race.

F.2.4 Those having competed in two thirds (2/3) of the ESS race meets or the prior two consecutive race meets shall be inverted in the Heats with lowest handicapping value being first. Those not eligible for inversion by virtue of non-appearance will fill in the rear at the discretion of the President, Vice-President and/or Drivers' Committee. (POLICY: Point Fund money will be distributed at the end of the season to drivers who have competed in 2/3rds of the 2007 ESS shows.)

F.3 B-Main - Start heads up, alternating by position and Heat. Sufficient number of cars needed to round out the A-main will qualify.

F.3.1 Drivers who have qualified through a Heat may compete in the B-Main if they relinquish their qualified spot. No practice at the rear of the B-Main will be permitted. (POLICY: such a driver will be allowed to retain his points from the heat.)

F.4 A-Main - Twenty-two (22) 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. (Buy-in starters are drivers who have qualified in the 23rd or 24th position and are inversion eligible. Provisional starters take precedent over Buy-in starters).

F.4.1 Assignment - Drivers must qualify through the Heats or B-Main to run in the A-Main. The President and/or Vice-President may make an exception to this. (POLICY: a qualified driver will be allowed to run a different car in the A-Main without re-qualifying but must run scratch. Also, a driver who has made every attempt to qualify may request a Provisional

Starter position at the rear of the A-Main if he/she is currently inversion eligible by the 2/3rds rule. He/she may receive a Provisional spot only once during the season. Whenever there are more requests for Provisional spots than are available the determining factor will be the driver's standing in points).

F.4.2 Position - The top five finishers in each Heat qualify for the A-Main. Those who are inversion eligible will be posted inverted, with the lowest in handicap points first. The President will then re-invert some based on the number of a pill drawn earlier in the show. (i.e. if the number 6 pill is pulled, the top six of the original posting will be re-inverted). Non inversion eligible Heat qualifiers will follow heads up, with B-Main qualifiers filling the field heads up. Note: the sixth Heat finishers also qualify for the A-Main but start heads up behind the "top five" qualifiers. (POLICY: In the event extra Heats are run the President will adjust the numbers accordingly.)

F.4.3 The pill mentioned above shall be drawn, or caused to be drawn, by the President or Vice-President from a receptacle containing three each of the numbers 1 through 4, two each of the numbers 5 through 9, and one each of the numbers 10 through 15.

F.5 A Driver may be placed scratch in any race regardless of his 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 In the event a car and owner have participated in two thirds (2/3) of the season's meets but the driver is technically ineligible for handicapping inversion, such driver may assume his handicapping value for that meet if he/she has previously competed in any five meets that season.

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. Intake port at no time may exceed 215 cubic centimeters. Intake port polishing will be allowed no more than 1 1/2 inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. 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.

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. *(Note: This rule will be eliminated for the 2008 season, only ASCS heads will be allowed.)*

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 anytime.

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; 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. Cars will be neatly painted and lettered and present a clean, professional appearance prior to each event. Cars not meeting standards may be denied permission to compete.

G.11 Fuel - Pure Methanol type only. No nitrous 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. No electronic traction control devices.

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

G.15 Wheel Base - A minimum of 84 inches required. 100 inches maximum.

G.16 Tires and Wheels – Only Hoosier tires on the rear of the car. The right rear may be either an ESS/HTC plated RD15, an unplated D20 or **RD20**. The left rear will be a RD12 compound with any size allowed. Any racing tire for the front is allowed. *(Note: This rule will be in effect thru the 2008 season).*

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 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 chromemoly 1 3/8 inches o.d., all with thickness of .090 and properly braced. No aluminum roll cages or frames.

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 must be within the 8 degree tolerance on the corners with no turn outs (Conventional looking wings only)**. Two inches of reinforcement material is allowed at top and bottom as long as it does not add to the 30 inch height on any angle. All other flat surfaces attached to the top wing will be counted toward the total wing size measurement. In addition to a 25 square foot top wing, 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). No wood screws or hose clamps permitted. Wing width shall not exceed the outer edges of the rear tires. Numbers are mandatory on top of the wing and on both side boards. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces are to extend beyond or underneath the race car. 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 used to cool or protect the motor and braking system. The area on the left side of the cockpit must be left open. 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. In the event of a crash damaging the top wing, the car may be permitted by the Technical Inspector, President or Vice-President to continue racing that day without a wing. In the event of multiple weekend racing dates such approval may extend for the entire series of races.

G.26 Safety Equipment - The following equipment is mandatory and must be worn or used: approved safety belts, shoulder harness with approved mounting, Snell 85 approved helmet, fireproof underwear, fireproof hood or Nomex lined helmet, fire resistant gloves, plus two throttle return springs with one being pedal mounted and one injection mounted. Corrective lenses required for street use are required in competition. Also recommended are "horse collars" and "sissy bars", front rock screen and cage nets with quick release mechanisms. High back seats and roll bar padding on the uprights behind the seat and on the entire cage loop are highly recommended.

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. *(POLICY: numbers from the season ending will be considered reserved through December 31st and the #1 may be used only by the reigning champion.)*

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 1300 pounds without the driver or his/her safety gear, or 1475 pounds with the driver and his/her safety gear. No bolt on weight. *(Policy: drivers opting for the 1475 pound rule must stay in their car until weighed. Leaving their car, unless directed by an official, will signify they have chosen the 1300 pound rule. Cars will only be weighed using one option.)*

2007 Board of Directors

Doug Emery, Chair

Carl Schultz, Vice Chair

Jeff Cook

Dan Kaszubinski

Bobby Podolak

Don Sharp Jr.

Chuck Whitney

These 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 2007 Annual Meeting will be held this coming November.