

2009 ASCS Rules

Midget Division

National Tour Races & Regional Races

1. This booklet contains the official rules and car specifications for all sanctioned events of the American Sprint Car Series. Any point not covered herein shall be resolved by the ASCS or their appointed representative.
2. All cars **MUST** display the official decals of major ASCS sponsors; ASCS, Brodix, Hoosier, Lucas Oil, K & N Filters or any other designated sponsors. Drivers must be a national member (competing in at least 80% of tour events or 70% of regional events) in good standing of ASCS and be present at ASCS annual awards banquet in order to qualify for point fund money. Decals shall be provided free of charge by ASCS.
3. All drivers participating in an ASCS sanctioned event must purchase a license from ASCS at a cost of \$75 per year, an insurance policy from K & K will be issued to each paid member, Account Policy # KPX3263600, \$5,000 accidental death & dismemberment, \$50,000 medical accident (with \$10,000 deductible or any available track insurance, whichever is higher, see policy for details). All cars entering will pay an entry fee of \$10 per show payable at draw.
4. There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
5. 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 will be locked in.
6. ASCS points shall be awarded to drivers in accordance with the following schedule:

A FEATURE POINTS

1. 150	9. 132	17. 116
2. 146	10. 130	18. 114
3. 144	11. 128	19. 112
4. 142	12. 126	20. 110
5. 140	13. 124	21. 108
6. 138	14. 122	22. 106
7. 136	15. 120	23. 104
8. 134	16. 118	24. 102

- 75 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- 60 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.

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

Qualifying

1. Qualifying heat races will be held at all events.
2. 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. Heat races will determine the starting position for the balance of races scheduled.

		Start											
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
	2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
	3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
	4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

3. The passing point system will be used to determine starting positions in feature events. The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from heat races redrawing for feature starting position (top point earner drawing first, second highest draws next, etc.) and the balance of the "A" Feature and "B" Feature(s) lined straight-up according to passing point totals. In the second day of two-day shows in which the four from night one are locked into the feature, the top two drivers in night two passing points (that were also in attendance on the first night) will join the first night's top four finishers in the redraw with the balance of the features lined up accordingly. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through his finishing position in his heat race. 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 figured on the actual starting position on the final parade lap.
4. Time Trials may be held at some shows, depending on car count.
5. 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.

General

6. ASCS or their representative will advise drivers of the make-up of the number of heat races, main events, field maximum size and other pertinent information at the drivers meeting.
7. 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. The exception being if 2 cars drop out from same row, prior to green flag.
8. 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. ASCS shall be empowered to disqualify or penalize any driver violating this rule.
9. 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.
10. Any car requiring a second push on start or restart of race will be placed at rear.
11. 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.
12. Any car on or near the racing surface that delays the start or restart of any race shall be penalized one lap by Officials. A work area will be designated at drivers meeting.
13. Alternates will not be taken to fill any vacancies that occur.
14. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons.

Flag Procedures

Yellow Flag:

All cars stopping on a yellow, will be placed on the rear of Restarting line-up. An area will be designated (usually the pit area) 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 out for that event.*

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 penalized one lap.

If a car needs a second push off, after any cars have started, he will start at the rear of that race. Any car that is involved in two unassisted yellow flags will be disqualified for that event. 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.

General

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 others will get the position they were running in prior to flag, if ready to join restarting line-up when called provided they went to designated red flag work area.

It shall be the decision of the flag man and ASCS 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 line-up.

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.

Procedural: Rules shall apply to all Tour Races and other Special Races and, are strongly recommended for all weekly, sanctioned shows, and if local track rules differ they should be made known to all participants.

Engine Rules

Engine, Starter and Clutch:

1. A starter is provided with the Ford Focus and Chevy Ecotec engine packages and must be operational.
2. Clutches are optional, but it is recommended that the cars be self starting (bump starting is acceptable).
3. The car must have a neutral position in the final drive.
4. All cars must carry an on-board battery capable of starting the engine.

Engine:

1. The following engines are permitted;
 - USAC Eligible Ford Focus engines
 - i. Sealed by Small Car Racing Engines And More (SCREAM)
 - ii. Sealed by Roush Racing
 - Super Focus engine (Ford Focus with authorized cam kit), sealed by SCREAM or RRE.
 - Chevy EcoTec engine sealed by Revolution Racing (with a ASCS approved computer).
2. Each engine is sealed by SCREAM, Roush Racing or Revolution Racing, or it's authorized agent. Any tampering with these seals will be cause for disqualification and possible further penalties.
3. The following parts are supplied with the engine packages and may not be modified or substituted.
 - Air Cleaner/Injector Horns/Throttle Bodies/Fuel Pump/Bell Housing/Flywheel
 - Assembly/Ignition Trigger, Controller, Coils/Exhaust Header/Oiling System
 - Cable driven fuel pumps are not allowed

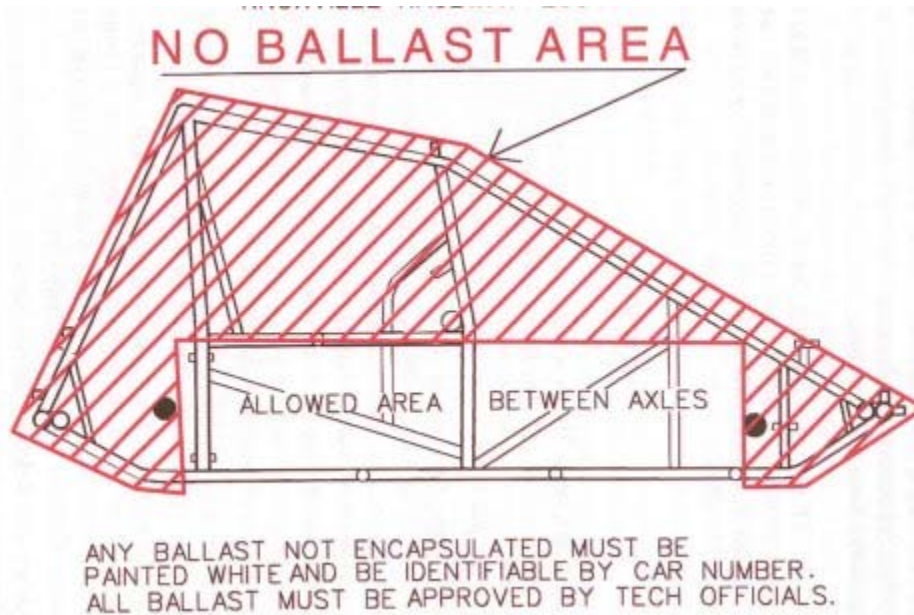
General

Ignition:

1. All cars must have an ignition switch located within easy reach of the driver and clearly marked on and off.
2. Electronically controlled fuel injection systems are not allowed (exception, Revolution Racing Chevy EcoTec engine).
 - The only ignition controllers allowed are (Focus Engine):
 - Electromotive HPX – Ignition and coil pack (purple)
 - Electromotive XDI – Ignition with Motorcraft Coil #988F-12029-AC (black)
3. All engine electronics must be mounted under the hood, with the exception of the controller, which may be mounted in the cockpit with the control cover fastened in place.
4. Electronic tachometers may be mounted in the cockpit provided all connectors are on the engine side of the firewall.
5. No data gathering electronics will be allowed for the engine except for the tachometer.

Chassis Specs

1. Weight Rule:
 - a. Ford Focus minimum weight is 1100
 - b. Super Focus or EcoTec minimum weight is 1150
 - c. All weight rules including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



2. Any dirt or combo left hand steer midget 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 66 inches, maximum wheel-base of 76 inches.
 - Maximum overall width is limited to 65”.
 - Maximum rear wheel offset from center is 3” (6” overall) measured from the inside bead seat to the centerline of the rear wheel
 - Front wheel offset is lited to a maximum of 5” (10” overall) as measured from the inside bead seats to the centerline of the chasses
 - The right front tire cannot be farther out than the right rear tires when the right rear tire is at maximum offset.
 - The lower frame rail may only kick up beginning 26” from the front of the rear engine plate.
3. Fuel cell securely mounted with bladder mandatory. Tank used for qualifying heats must remain for all events.
4. No flammable liquids allowed in cooling systems. No fuel additives.
5. 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.
6. All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap is strongly recommended.
7. Mufflers: Mandatory, (unless otherwise stated), muffler must be stock muffler provided by SCREAM or RRE with engine purchase.
8. Shocks: No cockpit shock adjustments are allowed.

9. Headers: Must be stock header as provided by SCREAM or RRE with engine package
10. Steel, or aluminum brake rotors only.

Tires and Wheels

1. Tires
 - Hoosier or American Racer tires are acceptable
 - Rear tires must have the following durometer (hardness) as measured by ASCS official durometer at the track;
 - a. Right rear equal to or greater than 50
 - b. Left rear equal to or greater than 40
 - Super Focus or EcoTec powered cars have a maximum rear tire width of 10"
 - Focus powered cars have a maximum rear tire width of 12", and are not subject to the durometer test.
2. Beadlocks recommended on all wheels and mandatory on the right rear for all dirt events
3. Maximum right wheel width is 10-inches, maximum front and left rear wheel width is 8 inches maximum. (Applicable to EcoTec and Super Focus powered cars)

Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by ASCS 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.)

Safety

1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition.
2. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. ASCS strongly recommends a five point hookup with 3 inch belts.

Protest

1. Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to ASCS officials.
In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by ASCS or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with ASCS and forwarded to the ASCS Board of Directors whose decision shall be final.
3. No protests will be accepted on judgment decisions.

General

4. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Motor tear down (heads off) and cylinders inspected: \$800 (\$100).
2. P & G fuel test \$800 (\$100).
3. Other technical protest: \$200 (\$100).

SPORTSMANSHIP

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.

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