

Wenatchee Valley's Super Oval

General Rules All WVSO Classes

These rules shall govern the condition of all Wenatchee Valley's Super Oval events, and by participation in these events, all participants are deemed to have complied with these rules. The officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the WVSO Officials. Their decision is final. All local classes must run the Track Sticker Package in the required location in order to compete in the class if one is provided. Any Equipment officials consider exotic or not in the intent of the rules may be confiscated. Penalties for infractions may include fines, suspension and forfeiture of points and/or purse. Flagrant or repeated infractions may lead to increased severity in penalty. Some of these rules are different for different classes so please incorporate your rules for your class. All cars must not exceed 90 DB at 50' anywhere on the track.

Membership and Race Procedure

1. Each driver must have a WVSO driver membership (\$75) in order to compete. Any crew member or car owner who do not wish to purchase a WVSO crew membership (\$50) will be charged an additional \$10 for both race days and practice days. All race cars must meet rules for the division the vehicle is competing in. Every one entering the pits agree that by entering a WVSO event, they shall abide by the rules and regulations as set forth herein.
2. Drivers must be at least 16* years old (14* in Youth Hornet class). All members under 18 years must have signed parental release. The driver will be the sole spokesman for their team in any and all matters pertaining to race events and officiating. *Exceptions may be made at the sole discretion of Wenatchee Valley's Super Oval Management. Exceptions will be based on experience and/or through supervised testing.
3. Membership is non refundable and non transferable. You must carry your card with you.
4. Pit passes are non refundable and non transferable. This is also the case when you have been asked to leave by the WVSO staff.
5. All returned checks will have a \$40.00 fee and suspension of membership until cash reimbursement is made to WVSO.
6. Every driver must inspect the racing surface to learn of any defects, obstructions, or anything which, in their opinion, is unsafe and shall report that condition to the race director. Any driver entering any racing event is considered to have inspected the track and all conditions are satisfactory to them. If not, they should not race. The participant further indicates that they are aware that auto racing involves risks and assumes these risks with full awareness and knowledge.

Safety

Safety comes first. In an Official sees something on your car that is deemed unsafe and

asks you to change it, please do so. These rules will be strictly enforced.

1. Helmets must be DOT or SNELL approved and must meet Federal Motor Vehicles Safety Standard, or meet the specifications set forth by the American National Standards Ins.
2. It is mandatory that at all times drivers suit of fire retardant material that effectively covers all body from neck to ankles and wrists and gloves must be worn while on the racing surface. It is also recommended that driver wear nomex long underwear, sock, head sock, and shoes made of fire resistant material.
3. All cars must carry a charged 2 ¾ lb. ABC dry chemical fire extinguisher within easy reach of the driver and securely mounted.
4. A mandatory roll bar is to be installed behind the driver and extend the full width of the passenger compartment. It will be made of at least 1 ¾" wall steel tubing .090. No car may compete with tubing smaller than this. No exhaust tubing or water pipe allowed. Two braces must be ran back to support the roll bar. Two braces must be ran forward and down the window post to the floor and a bar ran between them at the top of the front windshield. A bar for seat belts must be mounted level with no more than two (2") inches or lower than the drivers shoulders when they are sitting in the seat. You must have 3 bars in each of the doors evenly spaced from the top to the bottom. They are to convex in shape and go out and make contact with the outer door skin. Door bars are to be tied together with at least three studs, evenly spaced front to rear. 1/8" steel plates to be welded between door bars and skin to extend 24" across driver compartment. Roll cage post to be mounted on frame rails allowed. A bar must be ran between the two window post bars at the bottom of the dash. All joints in roll cage must be gusseted. You may install front and rear hoop bars.
5. Seat belts will be regulation 5 or 6 point system. 3" wide lap and shoulder belts. A 2" crotch strap with racing hardware. Belts over 5 years old will have to be replaced before racing.
6. An electrical kill switch that disconnects all power including battery is to be mounted in center of the dashboard so that it can be reached from both sides of the car.
7. Window net must be equipped with a quick release. No plastic parts or springs (all metal).
8. Roll bar padding will be required in the driver's compartment wherever an arm or knee can come in contact with the roll bar.

Conduct

1. Drivers are responsible for all actions of their crew and others affiliated with their team. All teams must a maintain professional attitude and conduct. It is recommended that all team members wear team apparel at each race.
2. No fighting on track or gun club property. Any altercation may result in your being removed from the premises via law enforcement and penalties as listed above.
3. No reckless driving in pit area or on track. No speeding in the pits.
4. Courteous conduct is expected from all participants at all times, we do not tolerate profanity in front of race fans, officials or management; signs on cars or clothes. We expect you to look and act like a professional to the public.
5. At any time the display of any type of weapon or any threat of bodily harm may result in permanent suspension for the entire racing crew and may result in arrest of all parties involved.
6. The scoring tower is off limits to Participants, Crew & Spectators except by permission of the race director.
7. No drugs. No firearms permitted in the pit area. Random alcohol

and/or drug tests may be administered. No alcohol in pits until after all racing is completed and all cars are off the track.

8. No glass bottles of any kind.

9. No barbecues.

10. No tank tops.

11. No personal motorized vehicles, including but not limited to 4 and 3 wheelers, motorized scooters and mopeds.

12. Anyone caught with nitrous oxide or any other hazardous chemicals may be fined a minimum of \$500.00 and/or indefinite suspension.

13. Tire softening is not allowed in any division. Any one caught using these agents may be fined a minimum of \$500.00 and will lose all points accrued throughout the season and possible suspension.

14. No leaving used tires at the track. Used oil to be put in designated area only.

15. Cars may not be loaded or leave the track until after completion of the final race.

Participants in the final race of the evening must remain in the pit area for a minimum of 20 minutes after its completion.

16. When the race is over, if any participant has a contention with a official they are welcome to speak with them as long as they have not consumed any alcohol.

Race Procedure and Scoring Definitions:

1. The term "Initial Green Flag" is defined as the first green flag given to the start of the event.

2. The term "Official Green Flag" is defined as the green flag that competitors make one full lap, thus no restart is necessary.

3. The term "Initial Starting Grid" is defined as the original starting grid based on qualifying for that race night. The "Official Starting Grid" is defined as the starting grid at the start of feature event after any cars have to be moved to a "Scratch" position per the rules. As a car falls out of the "Initial Starting Grid" the row in which that car was in will move forward in the "official Starting Grid".

4. The term "Scratch" position is defined as a car that starts at the back of the "Official Starting Grid".

Scoring:

1. All cars must be on track for the driver introductions to retain their starting position in the "Official Starting Grid". Any car not on the starting grid when driver introductions begin, will have to start at the tail of the field in a "Scratch" position. Any car that misses the driver introductions will be allowed to take the "Initial Green Flag" but will start from a "Scratch" position at the back of the "Official Starting Grid". Any car that enters the pit area after entering the track for the start of the driver introductions or before the "initial Green Flag" is displayed will restart the race in a "Scratch" position at the back of the new starting grid. Have your cars race ready when entering the track for driver introductions.

2. Cars on the racetrack that receive the "Initial Green Flag" that are involved in a first lap incident will remain in their original starting position for the restart AS LONG AS THEY REMAIN ON THE RACETRACK and do not enter the pit area. Officials may move cars to the back of the starting grid at their discretion in the event of a first lap incident. These cars that are moved to the back or visit the pit area will start in the back for the restart. If a car can't make it back to the track after a first lap incident, will be awarded finish points for last place in the event.

3. If a car falls from the field for any reason after the initial green flag, THE ROW BEHIND THAT CAR WILL MOVE FORWARD into position for the official restart of the race.

POINTS

Points will be awarded for Qualifying as follows

Position	Points	Position	Points	Position	Points
1	43	11	33	21	23
2	42	12	32	22	22
3	41	13	31	23	21
4	40	14	30	24	20
5	39	15	29	25	19
6	38	16	28	26	18
7	37	17	27	27	17
8	36	18	26	28	16
9	35	19	25	29	15
10	34	20	24	30	14

Points will be awarded for Heats & Main Events as follows:

1 point awarded if you lead (1) a lap or all laps

Position	Points	Position	Points	Position	Points
1	46	11	33	21	23
2	42	12	32	22	22
3	41	13	31	23	21
4	40	14	30	24	20
5	39	15	29	25	19
6	38	16	28	26	18
7	37	17	27	27	17
8	36	18	26	28	16
9	35	19	25	29	15
10	34	20	24	30	14

If there is a tie at the end of the race season

Tie breaker will be decided in this order

Most wins

Most top 5

Most top 10

Lineup procedures:

1. Qualifying Line-up: Each driver will draw for a qualifying position as they sign in at the pit gate for each day's events. If a car doesn't qualify in their position as posted, they will only receive one lap to qualify unless they have notified the Race Director of a

problem and they cannot make their qualifying position. They will have until the end of qualifying for all classes to make their attempt. Missing the mandatory pit meeting will result in loss of one qualifying lap.

2. Qualifying Procedure: Each car will attempt to turn in two qualifying laps. The fastest time lapped will be the official qualified lap for competition. The fastest 20 cars are automatically placed into the feature field by time. The fastest qualifier and a random qualifier may be sent to the tech station for a required tech inspection. One qualifying attempt per driver will be allowed. Once a car and driver enter the track, that run is considered their qualifying attempt unless a timing malfunction necessitates another attempt as determined by officials.

3. Heat Line-up: Heat Races will be aligned by qualifying results. Maximum of 8 cars per heat race. Fast Qualifier will be positioned in Heat Race 1, the 2nd fastest Qualifier will be positioned in Heat Race 2, the 3rd fastest Qualifier will be positioned in Heat Race 3, and then that order will be maintained with 4th quick going into Heat Race 1 and filling out the heat race grid in that format. 1 - 8 cars = 1 Heat Race, 9 - 16 cars = 2 Heat Races, 17 - 24 cars = 3 Heat Races 25 - 32 cars = 4 Heat Races. The same rule will apply with more cars. Heat race line-up will be full invert with the fastest in the back. Officials will apply the one-second rule from fourth quick with those cars falling behind the qualified cars in the starting grid.

4. Feature Line-up: 24 cars will start the feature. In the event there are more than 20 cars, the fastest 20 cars will automatically qualify for the feature with the remaining cars lining up for a 20-Lap or maximum 20 minute non-qualifiers race. The top four finishers in the non-qualifiers race (electing to transfer) will transfer to the rear of the 24-car starting grid. We will use a one second rule for feature line-up. If you qualified one second slower than 4th quick time, you will line up behind quick time on the starting grid after a Full-Field invert (with the exception of the Super Late Models).

4a. Pure Stocks, Youth Hornets and Thunder Cars only:

The top three finishers in the Main Events from the prior race will fall to the back of field for the "Official Starting Grid".

5. Promoters Choice: At select events the promoter may add a promoter's choice to the feature field. Pay will be up to the track promoter.

6. B Main Line-up: The B Main will feature a straight up start with all non-qualified cars being placed in a B Main starting grid with fastest qualifiers in the front for the race. No Passing Points will be awarded in the B Main finishing points.

WVSO Officials have the option to impound the field immediately after qualifying. All efforts will be made to notify the teams in advance of such decision. Cars cannot be worked on in the impound area. If a car needs attention, it will be moved to the back of the field for the start of the race.

RACE PROCEDURES:

GREEN FLAG - All races will be started by the Official Starter and the green flag. On all starts, the race is started for all drivers when the green flag is displayed to the lead car. Pole sitters (on initial start) and the race leader (on re-starts) will remain at caution (pace car) speed until the green flag is displayed. Cars jumping the start will be assessed a black flag stop and go penalty. Trailing cars will not advance their position except for an outside (right-hand) pass before crossing the start-finish line and taking the green flag.

Completion of the first lap shall be when the field crosses the start-finish line for the first

time after the original green flag is displayed. If the race is stopped or caution occurs before the first lap is completed, there will be a complete re-start with cars in original positions. Car going to the pits will start at rear of the field. If a yellow or red flag is displayed on a second attempt at starting the race, there will be no additional complete re-starts. The "Yellow Flag Rule" will then apply.

YELLOW FLAG and lights signify caution and will be displayed by the starter and/or race director when a cause for such action exists. Two (2) laps will be scored under caution. **YELLOW FLAG RULE:** When the yellow flag and lights are displayed, all cars must hold position and slow to caution speed. Racing back to the line and/or gaining positions under caution will not be tolerated. All cars must get single file and bunch up quickly. Any dispute in track position will be resolved by officials in the tower, or if necessary, revert to the last completed green flag lap as recorded by scoring. If you are directly involved in, and/or are the reason for the caution, you will be placed to the rear of the field. Rough driving will not be tolerated. If contact with a car causes a yellow flag and is not deemed a 'racing incident', that car will be subject to a stop and go black flag penalty.

If a car is involved in an accident and cannot be driven off the track, the driver must take a ride from a track employee. No driver may walk off the track. No crew members are allowed to come out onto the track.

All local classes

RESTARTS: All restarts will be single file. Race will restart when green flag is displayed. All passing prior to the start/finish line must be to the outside (right-hand) of the car you are passing. Once you reach the start/finish line, passing can occur at will.

Any driver who chooses to pit under caution must remain in line prior to entering the pits. All cars that leave the line up and enter the pits under a caution will re-enter the race at the back of the field. Pit crews may not service a disabled or damaged car on the racing surface during a caution flag period.

RED FLAG and lights signify a situation exists that requires the race to be stopped immediately regardless of position of the cars on the track. Pit crews may not service a disabled or damaged car on the racing surface during a red flag period. Once a car has entered the pit area, it is okay to work on the car. Any car that enters the pits during the red flag period must return to the tail of the field.

BLACK FLAG is a consultation flag, and when displayed to any car by the Official Starter, the car will immediately exit the track and report to the re-entry Official for consultation. The car will no longer be scored in the race if the driver ignores the black flag for three (3) consecutive laps and must go to the pits as requested.

An Official has the right to consult a driver without loss of position to the driver. Consultation with an official is allowed, however; any driver who stops on the track to argue an official decision will be subject to being placed at the rear of the field and/or being scored as losing a lap or laps to the leader. Furthermore, any driver who refuses to remove the race car from the track upon request of an official, may be fined not less

than \$100.00, disqualified for the night's event, and face possible suspension.

BLUE FLAG with DIAGONAL STRIPE: this flag signifies that faster cars are overtaking the car(s) being displayed the flag. Cars being shown this flag must hold their racing groove, and yield to the overtaking car(s). The Official Starter reserves the right to designate the low or high racing groove for slower car(s) receiving this flag.

Main events will not end under caution. If the caution flag comes out before the leader has received the white flag, the race will finish with green, white, checker. If the white flag has already been displayed to the leader and a yellow is then displayed, the race will be deemed completed and cars will be scored as they cross the finish line at the checkered.

****DECISIONS AND JUDGEMENTS OF THE OFFICIAL STARTER AND RACE DIRECTOR ARE FINAL. NO EXCEPTIONS****

TECHNICAL INSPECTIONS:

1. All cars must pass Safety Tech Inspection prior to hot lapping. Decisions on the interpretation of rules and specifications by tech inspectors will be final.
2. Pre-Tech: Each car must pass technical inspection prior to the designated time at each event. If the car does not meet the technical requirements, the driver will have the opportunity to present the car again for technical inspection without penalty. Each car must pass technical inspection prior to being allowed to compete in each feature event. It is highly recommended that drivers use the tech equipment/station prior to the feature tech inspection to prevent issues during the final technical inspection. Tech Inspection after Feature: The top 3 feature event finishers plus a random finisher outside the top 3 may be directed to the tech station for a required post race tech inspection.
3. Technical Inspection: WVSO reserves the right to perform a technical inspection of any parts or cars at any time during a racing event. Drivers, owners and pit crews must comply with the request immediately or face disqualification from the event and/or forfeit of any prize money earned. Cars are expected to pass all areas of the tech inspection performed by the WVSO Officials. Scale pads will be placed by WVSO Officials, a maximum of three attempts to make legal weight will be allowed.

DISCLAIMER: The rules and/or regulations set fourth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. the race officials shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. There decision is final. Continuous developments in racing may necessitate changes that

cannot be anticipated at the time rules are formulated. Hence, if necessary, rules may be updated, modified, added to, or deleted at any time, as needed. In addition to this, the "Except in Rare Instances" rule will be in effect at all times. WVSO intends for all cars to be competitive with each other. If you do something to your car that these rules have overlooked, and that WVSO feels gives you an unfair advantage over other competitors, you will be required to reverse these changes. If there is a question on any rule herein, on specifics or clarification, the best "rule of thumb" is, if you do not see something specifically explained, consider it to be illegal, because WVSO will.

Please contact the Race Director/Chief Steward or General Manager if you have any questions. Fixes can easily be addressed before competition.

Last Revised 12/17/2014