



RULES & RACE PROCEDURE

WAR Standard Race Procedure:

RULES MARKED IN RED ARE 2018 UPDATES

- Cars will draw for heat race position at the conclusion of the drivers meeting each night. Entry fee is \$20 for POWRi WAR Members, \$30 for non-members.
- A combination of passing points and finishing points (see “Passing Point Scale” below) will be used at the conclusion of the 8 lap heat races to determine the top 16 drivers that will automatically advance to that nights feature event. Points will be calculated from the line up at 1 lap to go.
 - The “High Point Man” will draw a 0, 4, or 6 to determine the inversion for the night. The inversion will set up the top 6 starting positions in the A-Main event.
 - Positions 7-16 will line up straight up from the points earned in the heat races.
 - Positions 17 through the balance of the field will be lined up for a B-Main event (12 laps) straight up from points earned in the heat races. The top 4 finishing cars in the B-Main event will line up at the rear of the A-Main event to make up a 20 car field.
- The 20 cars in the A-Main event will receive points for their finishing position (see “A-Main Feature Points” listed below) to determine the year-end point championship.
 - 65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for the A-Main event.
 - 50 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in a heat race or feature.
 - You must be a WAR registered member to receive points for the year-end point championship.
 - You must compete in 80% of the WAR races ran in a season to be eligible for the year-end point championship of that season.
- The top 3 feature finishers must stop on the front stretch for a victory lane ceremony, and then proceed directly to the scales to weigh and check tires. If you go to your pit area first, it will result in a disqualification for that event.
- Payout will be at the WAR trailer no earlier than 40 minutes after the conclusion of the A-Main event.
- Protests will be accepted by WAR officials at the WAR trailer only from a driver or car owner. The protest must be in writing and accompanied by the protest fee in cash within 10 minutes of the conclusion of the A-Main.

- The protest fee is \$100.00.
- All protest fee money will benefit the year-end point fund.
- Protests can be filed on official WAR rule violations only. No judgment call protests will be accepted.
- All protest shall be decided upon by WAR officials whose decision shall be final.
- In the event a car is protested and found to be illegal by the WAR officials, the driver and car protested shall have all points and money forfeited that were won during the particular race event in question.

Passing Point Scale:

| | Start | | | | | | | | | | | | |
|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | |
| 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 | |
| Finish | 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 |

A-Main Feature Points:

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



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WAR Rule Book:

- I. No cockpit adjusters of any kind are allowed.
- II. All four corners/tires must be Hoosier. Right rear tire must be Hoosier Medium, H15, **HR15, Hard**, or Racesaver.
- III. Open engine rule.
- IV. **Body work rules are open to within reason, any “wicker” must stay within 1” of the frame rails, and will be policed on an individual basis by the Race Director.**
- V. **Axle tethers (not king pin) are mandatory for all POWRi WAR and WAR Wildcard events.**
- VI. Weight rule is 1475 lbs., including the driver, at the conclusion of each event.
 - a. Any car that fails to meet the 1475 lbs. weight rule at the conclusion of an event will be scored last in that event. Any car that fails to meet the weight requirement at any other point in the evening will lose passing and finishing points up to that time in the program.
 - b. All bolt-on weight must be painted white and the car number must be displayed clearly on the weight. Loss of any bolt-on weight during competition will result in disqualification from that event. Bolt-on weight must be bolted to the frame and securely attached. It must remain in place during the race and 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.
 - c. WAR officials reserve the right to weigh cars at the conclusion of any event during a race night.
- VII. All double file starts will be at the cone in turn 4. One warning will be given on false starts, with the second warning resulting in being penalized one row. All restarts will be single file at the cone in turn 4.
 - a. Cars must be nose to tail. If you are determined to be out of line, it will result in a one position penalty at the next yellow, or end of the race, whichever comes first.
 - b. If you pass a car before the designated cone/tire, it will result in a two-position penalty for every one car passed at the next yellow, or end of the race, whichever comes first.
- VIII. Yellow/Red Flag Procedures
 - a. All cars stopped on a yellow will be placed at the rear of the restarting line-up. Cars remaining on the racetrack surface that are able to continue without service to restart will line up for restart in the order they were running prior to display of the yellow flag.
 - b. Any car that comes to a stop two times (assisted or unassisted) will be disqualified for that event.

- Not including any driver who visits the work area while a yellow flag is already displayed for a separate incident.
 - c. Split Yellow Rule:
 - In any event, if at least the top three running cars cross the finish line before the yellow is displayed, that lap will count as complete. The cars who crossed the finish line prior to yellow flag conditions will be scored as they cross, and the remaining cars who did not cross the finish line at the time of the display of the yellow will be scored as they crossed the line on the previous lap.
 - d. If a car needs a second push off before the start of a race, he will start at the rear of that race. Exception is safety issue.
 - e. A work area will be designated in the pits for any modifications to be done during a yellow/red flag. No allotted time is guaranteed once in the work area. When the field is given the one lap to go signal before the restart, any car(s) in the work area will no longer be able to rejoin the field. Any car that goes one or more laps down while in the work area will be out for that event.
 - f. Any driver who works on his car or permits any other person (other than a WAR track official) to work on his car on the racetrack surface, during a yellow flag or closed red flag, shall be disqualified from that event.
 - g. There will be one attempt at a green-white-checked flag, if another yellow flag appears then the race will be restarted with the green and white flags displayed at the same time.
 - h. Any driver who unbuckles his or her safety belts and exits their racecar during any event on the racing surface will not be allowed to continue that event whether it be a heat race or feature. Exception is safety issue.
- IX. All drivers are required to wear a snell approved helmet, a fire retarding uniform, protective gloves, and arm restraints during competition.
- X. RACEceiver Radios are mandatory.
- a. We reserve the right to penalize and fine drivers that do not run a RACEceiver.
 - b. No two way radios will be allowed.
 - c. Any competitor who willfully ignores orders given by WAR officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night and disqualified from competition at that event.
- XI. All cars must be equipped with adequate seat belts, shoulder harness, and crotch strap. WAR strongly recommends a five point hookup with 3 inch belts.
- a. Your safety is truly in your own hands.
- XII. Rain Outs
- a. In the event a WAR race is rained out prior to the completion of all races and rescheduled for a later date, the draw 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.
 - b. In the event no races have been run and the event is not rescheduled, draw fees shall be rain-checked for use at the next scheduled WAR event.
 - c. If an A-main event is interrupted at any point due to inclement weather, the race may be declared complete based upon officials' discretion. The finishing positions will be paid according to the last officially scored lap by the leader previous to the red flag.

Closing Statement:

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 in return we expect similar treatment. Sportsmanship goes beyond the racetrack. Remember what you say, type, and do hold weight and may result in consequences. Drivers shall be held responsible for actions of their crew members. We do our best to present WAR and its competitors in the best light possible. Be aware that your actions may have effects on the perception of WAR. We advise you to think before acting on impulse.

Primary League Contact

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