



2026-2027 Gaerte Engines 360 Wing Desert Series Master Rule Book

Updated 1-16-2026

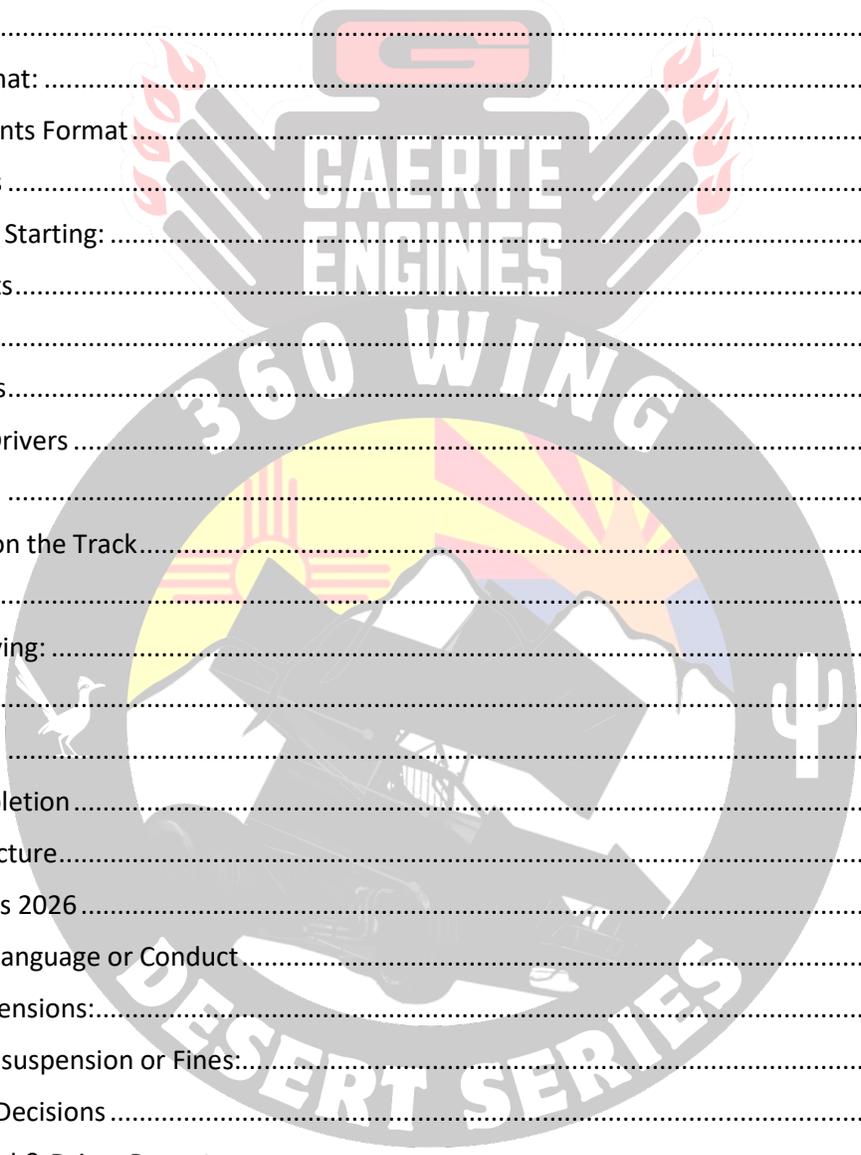
Rules and Procedures are subject to change to maintain fair and equitable competition for all competitors.

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Table of Contents

I. Driver Eligibility & Requirements.....	3
A. Membership.....	3
B. Driver Eligibility.....	3
II. Technical Specifications.....	3
A. Pre-Race, Race, and/or Post-Race Tech Inspections.....	3
B. Engine Rules.....	4
C. Tires.....	8
D. Chassis Specifications.....	8
E. Wing Specifications.....	10
F. Fuel.....	11
G. Shocks and Suspension.....	11

H. Safety.....	11
I. Protests:.....	12
J. Diagrams.....	14
III. Race Procedures 2026.....	18
A. Host Track Pit Passes.....	18
B. Series Pit Meeting.....	18
C. Pill Draw.....	18
D. Event Format:.....	18
E. Passing Points Format.....	19
F. Flag Signals.....	20
G. Method of Starting:.....	21
H. Initial Starts.....	21
I. Restarts.....	21
J. Backup Cars.....	23
K. Changing Drivers.....	23
L. Work Area:.....	23
M. Stopping on the Track.....	24
N. Spins:.....	24
O. Rough Driving:.....	24
P. Slide Jobs.....	24
Q. Retaliation.....	24
R. Race Completion.....	24
S. Points Structure.....	25
IV. General Rules 2026.....	27
A. Improper Language or Conduct.....	27
B. Fines/Suspensions:.....	27
C. Appeals to suspension or Fines:.....	27
D. Racetrack Decisions.....	27
E. Champ Fund & Driver Payouts.....	28



I. Driver Eligibility & Requirements

A. Membership

1. Membership is required to participate in sanctioned events.
2. Contingency responsibilities:
 - a) *All cars will be provided with a graphics packet of series sponsors' stickers. Stickers must be put on car in a manner which can be seen by photographers and fans.*
 - b) *Complete contingency sticker packages must be on the car to earn championship points.*
3. All drivers must complete W-9.
4. W9 information may be shared with host tracks.

B. Driver Eligibility

1. Minimum Age Requirements:
 - a) *14 years of age*
 - b) *Exceptions to this rule may be made for drivers with adequate racing experience as determined by the Series Director of Competition as young as 13 years of age.*
2. Physical Condition of Driver
 - a) *360 Wing Desert Series strongly encourages all drivers to get an annual physical exam before the first race of the season.*
 - b) *No participant will be allowed to compete if it is evident that he/she shows signs of exhaustion, intoxication, or other potential physical incapacities which make him/her a threat to the well-being of himself/herself or his/her fellow competitors.*
 - c) *The Series Director Competition may rule that a driver is not able to participate.*
3. Intoxicants or Drugs:
 - a) *No owner, driver, or pit crew member shall be found to be under the influence of intoxicants or drugs while on the racecourse or in the pit area.*
 - b) *No liquor or drugs will be used while in the pit area before or during a race program.*
 - c) *Anyone found guilty of this infraction will be removed by security from the designated area.*

II. Technical Specifications

A. Pre-Race, Race, and/or Post-Race Tech Inspections

1. Refusal to submit to an inspection will result in automatic disqualification from the event, forfeiture of all pay and championship points for that race, and an assumption of non-compliance by the car owner/driver. Additionally, 400 championship points will be deducted from the total points accrued or to be accrued.
2. Each Event will have a specified Tech Inspection location(s). Tech location(s) will be announced prior to each race at the mandatory drivers meeting.

3. Each Event will have a specific location for Scales, each heat winner but not limited to will be required to cross scales at minimum weight (1525) or greater, Top 3 but not limited to will be required to after each A main event. B-Main winners and/or Transfers to the A-Main may at times also be required to report immediately to scales following a race. Again, these will be covered at mandatory drivers meetings.
4. Failure to immediately report to a Tech Inspection location for any reason other than a safety issue will result in an immediate forfeiture of finishing position and payout.
5. Tech Officials have final say in all matters related to 360 Wing Desert Series. A Protest to the official ruling of a disqualification will be handled as any other protest with the exception that a qualified 3rd party will be obtained to make a second opinion. 360 Wing Desert Series will utilize any means necessary to find a qualified 3rd party to take a second opinion, Teams may not choose the 3rd party. The 3rd party will make the final decision at that point. If a 3rd party cannot be immediately found, the part may be confiscated and be sent to a 3rd party. Points and Payout will not be awarded until after 3rd party inspection and decision for that specified position only if parts must be sent to a 3rd party. If still found to be illegal those monies will be paid to 360 Wing Desert Series Points fund.
6. Desert Wing Officials may at their discretion check any race vehicle at any time. Officials reserve the right to impound (take custody) of any race vehicle at any time for inspection. All Illegal parts found at any time will become the property of the 360 Desert Wing Series and will not be returned for any reason, no exceptions.

B. Engine Rules

1. Option 1; Traditional 360 Engine Package

- a) *360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).*
- b) *No Titanium in engines, excluding valves and valve retainers.*
- c) *Injectors: 2 3/16" (2.1875") maximum inside diameter of injector stack at least 3 inches in length. Note: Larger injector stacks may be used but sleeves a minimum of 3 inches long must be installed in the stacks above the butterflies. No relief holes may be drilled above the butterfly on any injector stack. No alteration of injector manifold mounting holes will be permitted.*
- d) *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 nozzles allowed.*
- e) *No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.*
- f) *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) *Any aluminum block is allowed.*
- h) *List of Cylinder Heads approved for ASCS competition is as follows:*
 - (1) *Chevy - #27-211*

(2) Ford - #27-223

(3) Mopar - #27-222

i) Spec Heads: Brodix Chevrolet Style Heads part #27-211 and Mopar Style Heads part #27-222 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible if letters are still intact. ASCS Logo must have defined edges with all letters being visible. Angle milling is allowed if the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

j) Spec Heads: Brodix Ford Style Heads part#27-223 with SCS stamp. Intake opening must be 2.150 inches tall by 1.300 inches wide. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is in no way recommended by Brodix.

k) Valve angle and placement may not be altered in any way on the ASCS Spec or any other head. No welding of any kind internally or externally is allowed. Checking fixtures will be used by the series to check the above specifications and dimensions.

l) Porting and Polishing Guidelines

(1) Intake ports must match the following:

- (a) ASCS Chevy: FP #1206 or equivalent
- (b) Ford: FP #1262 or equivalent
- (c) Mopar: FP# 1213 or equivalent

(2) Porting and polishing of intake ports is allowed with the following restrictions:

- (a) All ASCS logos must remain completely intact
- (b) Intake port openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks.
- (c) Valve Spring pockets may not be welded or altered in any way with intent to relocate ports.

(d) Maximum allowable width of pushrod area as follows:

(a) ASCS Chevy: 2.630"

(b) ASCS Ford: 1.300"

(c) ASCS Mopar: 2.450"

(ii) ****Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer. This area will be measured with an approved gauge.**

(e) Absolutely no exhaust port relocation, raising, enlargement, or reshaping of any kind

(i) Polishing is allowed if the original ASCS logo is not affected, or port shape is not altered substantially.

(ii) Valve spring pockets may not be welded or altered in any way with the intent to relocate parts.

(iii) Exhaust port openings must meet previous requirements and checking fixtures currently utilized by Gaerte Engins Wing Desert Series.

(f) Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

(g) All spec heads must remain within 1 degree of the original manufacturing [Chevy: 23-degree, Ford: 20-degree, Mopar: 18-degree]

(h) Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to Gaerte Engins Wing Desert Series before reinstatement.

(i) All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.

(j) No turbine driven, turbo or blower will be allowed.

(k) Only two valves and one spark plug per cylinder allowed. No big blocks.

(l) No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.

(m) No offset motors will be allowed; engine must be directly in front of the driver. Driver must straddle driveline.

(n) Any car changing a motor after taking an official green flag will start in the originally scheduled starting spot as long as the chassis remains the same.

m) Mufflers: Will only be mandatory at tracks that mandate them. All mufflers will be Schoenfeld 14272735-78 95db race mufflers. Loss of muffler will result in disqualification when mufflers are required. **(Central Arizona Raceway, Casa Grande AZ and Vado Speedway Park in Vado NM are the two tracks requiring Mufflers for 2026)**

n) Headers: Must be a minimum of .045

o) If Traction Control Device is found Car/Owner/Driver will lose all points for the season (champ fund), winnings from that night, and not allowed to race night two if found on night one of the event along with a \$1,500.00 fine that must be paid prior to competition with the series again in 2027.

p) Ignition & Traction Control:

(1) HEI: MSD 6014CT or MSD 12LT Magneto. Boxes will be checked each night for traction control. If box fails initial inspection, box will be removed and opened for an internal inspection. Refusal to remove or allow Tech Officials to open box for an inspection will result in automatic disqualification from the event, forfeiture of all pay and championship points for that race, and an assumption of non-compliance by the car owner/driver. Additionally, 400 championship points will be deducted from the total points accrued or to be accrued.

(2) Absolutely No Traction Control, if a Device is found Car/Owner/Driver will lose all points for the season (champ fund), winnings from that night, and not allowed to race night two if found on night one of the event along with a \$1,500.00 fine that must be paid prior to competition with the series again in 2027. Box and or Device will also be confiscated By the Desert Wing Series.

2. Option 2; LS Engine Package

a) Block: Must be a GM factory production cast iron 6.0L block. New blocks are available and may be used. Block may have sharp corners ground down inside and out to eliminate those corners as well as to enhance oil flow. Max overbore is 0.10 for a 4.010 max. NO LIGHTNING of any kind on block. No titanium or Aluminum Caps.

b) Crankshaft: Crank-3.622 stroke full 8 counterweight crank all counterweights must be within .250 height of each other on OD, no Knife edging/ scalloping of counterweights, must be fully straight counterweights perpendicular to crank centerline with no undercutting. No Coatings allowed. Rod journals must be no smaller than 2.070. Can have gun drilled hole though main journals of crank just like stock GM cranks. Machining is allowed for balancing. Minimum crank weight 48 pounds.

c) Connecting Rods must be magnetic, no thin beam hatchet rods, no holes in beam of rod. Must look like a convention H beam or I beam rod. No Aluminum or Titanium rods will be allowed.

d) Bearings: Main bearings, Camshaft Bearings, and Rod Bearings may be coated.

e) Oiling System: Pan - ANY drysump or wetsump, pan or block must have 1 inch ID inspection plug not obstructed by windage tray in block or pan at number 3-4 cylinders right between counterweights on those cylinders.

f) Valve Train: Any Factory type roller camshaft may be used. Must be factory production diameter of 55mm. Any Stock type, stock diameter roller lifters may be used. Solid or hydraulic lifters are allowed. Lifters Cannot be larger than .842 diameter. Timing chain may be double or single row, may also be gear driven. Aftermarket push rods are ok.

- g) Cylinder Heads: LS castings 339, 592, 806, 853, 805, 621, 174, 241, 933, 862, 863, 035, 319, 243, 799, 706, 852, 317, 716, 5364, 2716, 821, 823 or Engine Quest CH364A, CH364B, CH364C head casting are to be used. Porting is allowed, No Angle Milling allowed. Valves must retain stock location. Valve Angle must be 15 degrees. Stock or aftermarket stainless steel allowed. Max Valve size is 2.165 intake and 1.60 exhaust valve. Hollow Stems are allowed. Titanium retainers are ok. Rocker arms may be 1.7 ratio only factory or aftermarket are allowed. NO LS-7 Heads.*
- h) Water Pump Front Accessory Drive: Factory type water pump system or sprint car style water pumps are allowed.*
- i) Headers: Any Sprint Car 4 to 1 header may be used.*
- j) Fuel: Must run on Methanol Only. See below for Specific Fuel Gravity.*
- k) Induction: 8 individual stack injector, no plenum, 8 nozzles and nozzles must be in manifold, or single 4150 flange 1 pc manifold with 8 nozzles in manifold. ABSOLUTLY ZERO ELCETRONIC FUEL INJECTION WILL BE ALLOWED AT ANY TIME FOR ANY REASON.*
- l) Ignition: HEI: MSD 6014CT or Any magneto, internal or external coil.*
- m) Traction Control: Absolutely No Traction Control, if a Device is found Car/Owner/Driver will lose all points for the season (champ fund), winnings from that night, and not allowed to race night two if found on night one of the event along with a \$1,500.00 fine that must be paid prior to competition with the series again in 2027. Box and or Device will also be confiscated By the Desert Wing Series.*

C. Tires

1. Hoosier, American Racer, Wedg, and DirtX Tires may be used
2. Right Rear Tires may not exceed 16 inch in width.
3. Soft, medium, or hard compounds may be run at any time.
4. Tires may be sipped and grooved.
5. Left Front is the only tire you can run flat; exception is the white flag lap.
6. Bleeders are allowed.
7. Absolutely No Onboard Positive Air Systems Allowed

D. Chassis Specifications

1. Weight Rule: Weight rule is 1525 lbs., including the driver, at the conclusion of the race.
2. 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. Please see Section L diagram 2.

3. The weight must be securely attached and must remain in place during a race. Absolutely ZERO Hose Clamps may be allowed to attach weight. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.
4. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure.
5. Minimum wheelbase of 83 inches, maximum wheel-base of 90 inches. No pieces may be added to the 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/protect the motor and braking system.
6. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
7. Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joint will no longer be allowed.
8. Titanium front axles nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. Left and Right Nerf bars must attach to the chassis at three points. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires.
9. No aluminum frames.
10. Drag links, Tie Rods and Left Front Radius Rods may be aluminum, but highly recommended they be 4130 steel with magnetic steel rod ends. Swaging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
11. Carbon Fiber having to do with suspension or steering are not permitted.
12. All drive lines must be broken in the coupler or rear slider, fully enclosed and contains no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required. Driveline components may not be Carbon Fiber.
13. Steel, Aluminum or Titanium brake rotors only.
14. Adjustable brake bias is allowed as a cockpit adjustment.
15. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 23 1/2 inches.
16. No hollow, tubular or drilled out bolts allowed.
17. The right-side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.
18. The right-side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.
19. All Cars must have updated Support bars on both right and left sides limiting the spread of top bar to no less than 15" and no more than 20". Please see diagrams for more information.

20. Transponders are to be located on the right front corner behind the torsion rack in the opening of the front axle compartment.

E. Wing Specifications

1. Top Wing: Dished or Flat are allowed
2. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
3. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
4. No wicker bills or Gurney lips permitted on Center Foil unless center foil is totally flat then a two-inch maximum is allowed.
5. Other than the slider mechanism, no moving parts allowed on or in foil structure.
6. The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch depth. It is suggested that the wing blueprint specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 $\frac{1}{2}$ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
7. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.
8. Front (Nose) Wing: Flat or dished wings allowed.
9. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
10. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
11. Wicker bills up to 1-inch are allowed on Front/nose wing.
12. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
13. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
14. Center Foil must be one piece. No split or bi-wings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

15. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
16. No moving parts allowed on or in front foil structure.
17. The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch.
 - a) *There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blueprint specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).*
18. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
19. No rudders or fins on Front Wings, aside from the two (2) sideboards.

F. Fuel

1. Methanol or Ethanol only, NO NITRO or additives allowed. Specific Gravity of no more than .792 @ 68 degrees Fahrenheit.
2. Fuel Cell must be securely mounted with bladder mandatory. Tank used for Heats must remain for all events, Exceptions for Safety only as Per Series Technical Director Approval.
3. No Electronic fuel metering.
4. Use of Dail-A-Jet mechanisms are legal to use, as are use of adjustable bypasses that are able to be adjusted by the driver during competition.

G. Shocks and Suspension

1. No cockpit adjusters for shocks, Bird Cages, Panhard bar, Watts Link, or adjusters for any component attached to the suspension or components thereof.
2. Shocks may be adjustable from outside the car, out of drivers reach while under race conditions.

H. Safety

1. Any driver who exits their car and approaches another driver on a live racetrack may be subject to a fine of \$1,000 and must be paid prior to racing at any 360 Wing Desert Series sanctioned event. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an official in a manner which delays the running of the night's program, or places others in danger, will also be subject to a fine of \$1,000 and must be paid prior to racing at any 360 Wing Desert Series sanctioned event.

2. All drivers are required to wear SNELL SA2015 or newer approved helmet, a fire retarding uniform (minimum SFI 3.2A/5), protective gloves and arm restraints during competition. Fire retardant underwear is highly recommended.
3. RACEceiver Radios are mandatory; we reserve the right to refuse any drivers that don't run a RACEceiver to participate. No two-way radios will be allowed. Any driver who willfully ignores orders given by officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
4. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. 360 Wing Desert Series requires a five-point hookup with 2 or 3-inch width belts. Full Containment Seat is highly recommended.
5. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure that the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
6. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the Engine, Driver, and Fuel Cell.
7. Approved front axle tether systems are highly recommended. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
8. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
9. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.
10. No flammable liquids allowed in the cooling systems

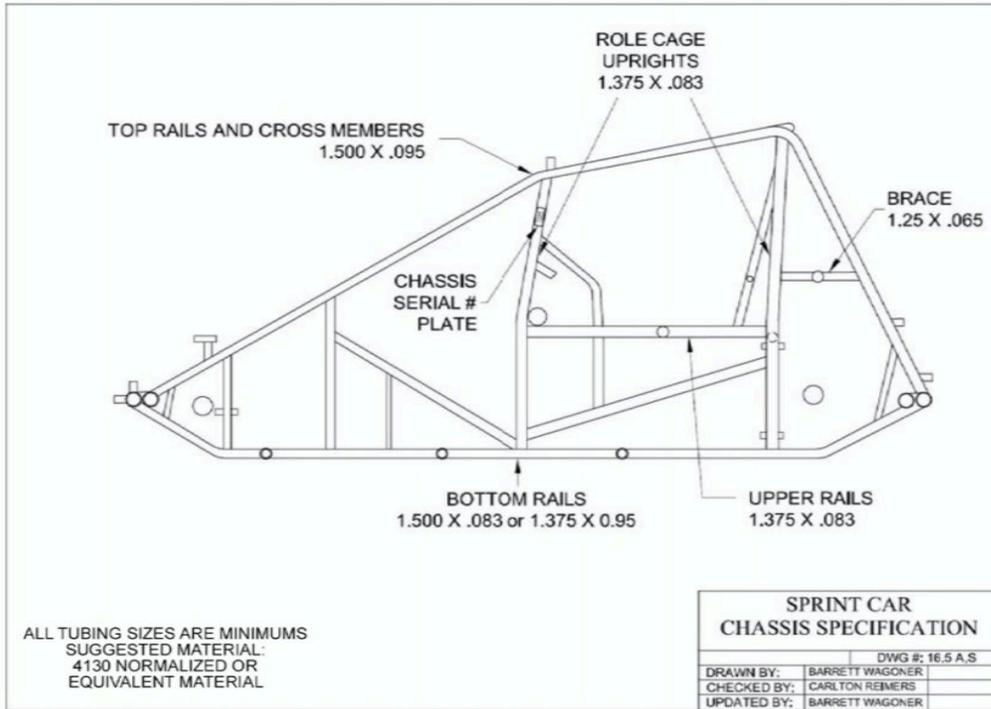
I. Protests:

1. Protests are for Performance enhancing parts, materials, or Finish Position only. Safety, Track Calls, Start Positions, Driver altercations and Errors are not open for Protest. The Protest can only be on the facts not what if scenarios or beliefs.
2. Only 360 Wing Desert Series members may issue a protest.
3. Only the Top 5 cars from the Main Event may be Protested.
4. All Protests must come in written form with Protest Fee with-in 15 minutes of the Main Event Finish and be delivered to the Series Technical Director or Series Director of Competition only.
5. Protest Inspection will take place following normal Main Event Tech.

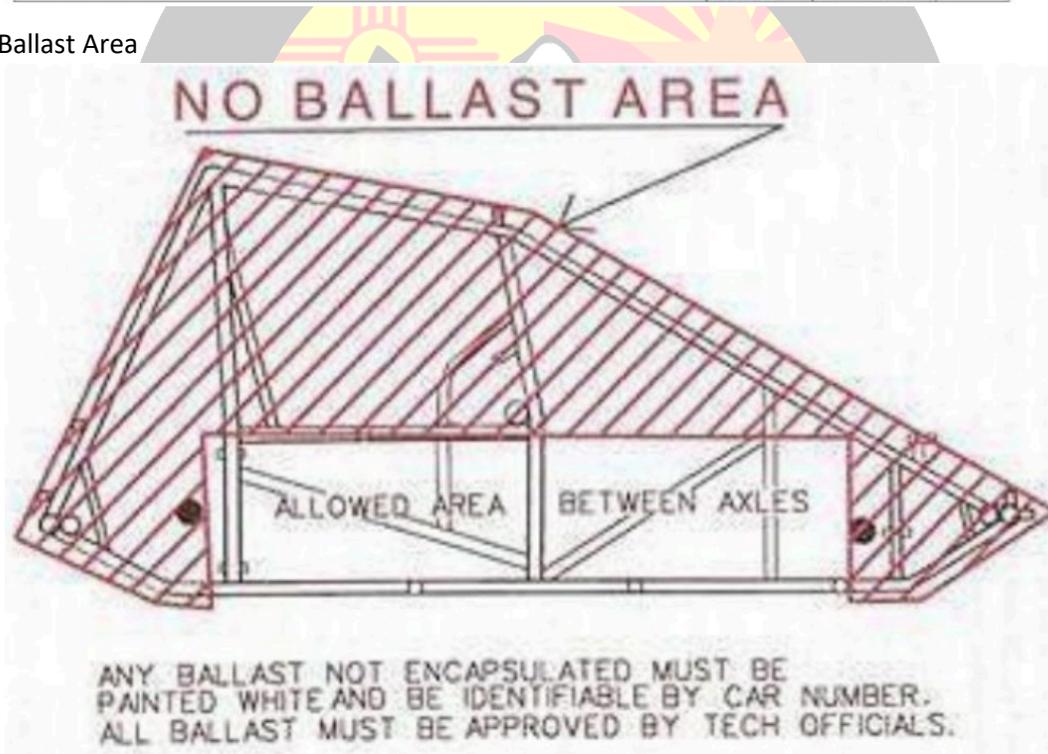
6. Written Protest must have the Exact Issue and Item to be teched listed, only 1 Item per Written Protest is allowed, Maximum of 3 Protests per car Per Night. The Exact issue must be written as follows. [I (driver Name) Protest (Car Number) for having (performance enhancing part {example, Aluminum Rods}) Driver Signature]. For a finishing order [I, (Driver Name) protest the finishing order as I believe I was mis-scored and should have been behind car (Car #) and in front of (Car #) at the end of the main event (Driver Signature)]
7. Protest Fee is \$500.00 Cash Only per Written Protest for Performance enhancing items.
8. Protests for Finishing Order are \$50.00 Cash Only.
9. Protests that are found to have no merit for inspection or further action will be promptly returned to protester with a full refund.
10. Protests that are found to have merit and further action is taken will result in halting Series Payout until the inspection can take place.
11. Any Refusal for Protest is an automatic Disqualification from that night's event including loss of all pay, championship points for that race, and an assumption of guilt by Car owner/driver. An Additional 400 Championship points will also be taken from Championship Points that have been or will be accrued.
12. Protest inspections will be conducted by The Series Director of Competition and the Series Technical Director along with 1 person from the protested cars team Only. During a Protest Inspection the only item that may found to be illegal and resulting in Disqualification is the item noted on the Protest Form. Anything else found to be illegal during the Protest inspection will remain in confidence between the Directors and member of the protested team. The Directors may call it out, however it will not be a disqualifying instance.
13. If the car protested is found to be legal, then \$350.00 will be given to the driver/car owner for the time and extra inspection. The remaining \$150.00 will pay for the inspector's time and go directly to the Directors that inspected the car.
14. If the Protested car is found to be illegal, then \$350.00 will be returned to the Protest Filers and \$150.00 will pay the directors for the inspection. The Illegal Car will lose all points and pay for that night's event as well as an additional 400 Championship points that have been or will be accrued.
15. Protests for finishing order will result in a lap by lap of the transponder loops to determine if the finishing order is or is not correct. If the Driver is found to be correct, and the finish order was wrong, all \$50.00 will be returned. If the Order is verified than the protesting driver will not get the \$50.00 protest fee back, and it will be paid to the scorers for their time.
16. Protests will not be taken lightly, any team found in a rules violation during the protest will have to have their car reinspected and shown to be with-in the rules prior to being allowed to compete in any 360 Wing Desert Series event.

J. Diagrams

1. Chassis Specifications



2. Ballast Area



3. Support Bar Types and Locations

#1 Support Bar

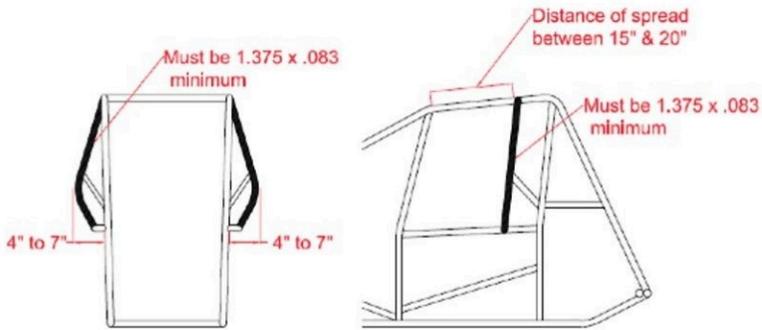


Diagram 16.12.1

#2 Support Bar

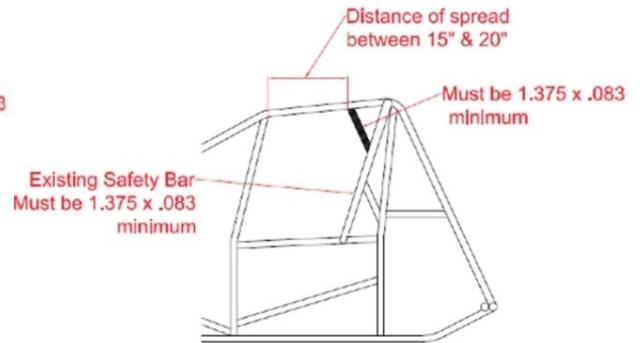
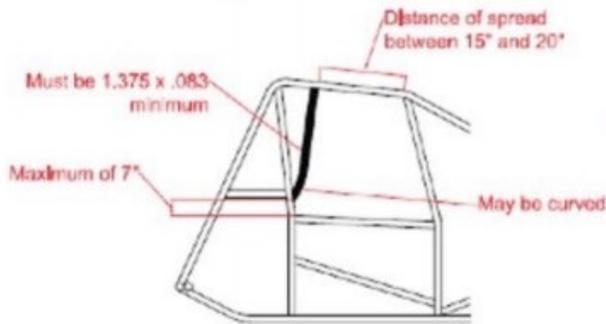
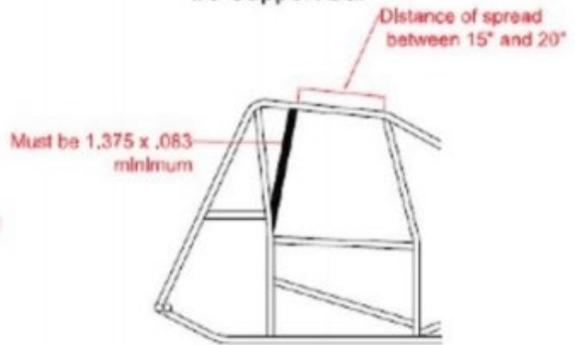


Diagram 16.12.2
by Tom Devitt

#3 Support Bar Curved Option



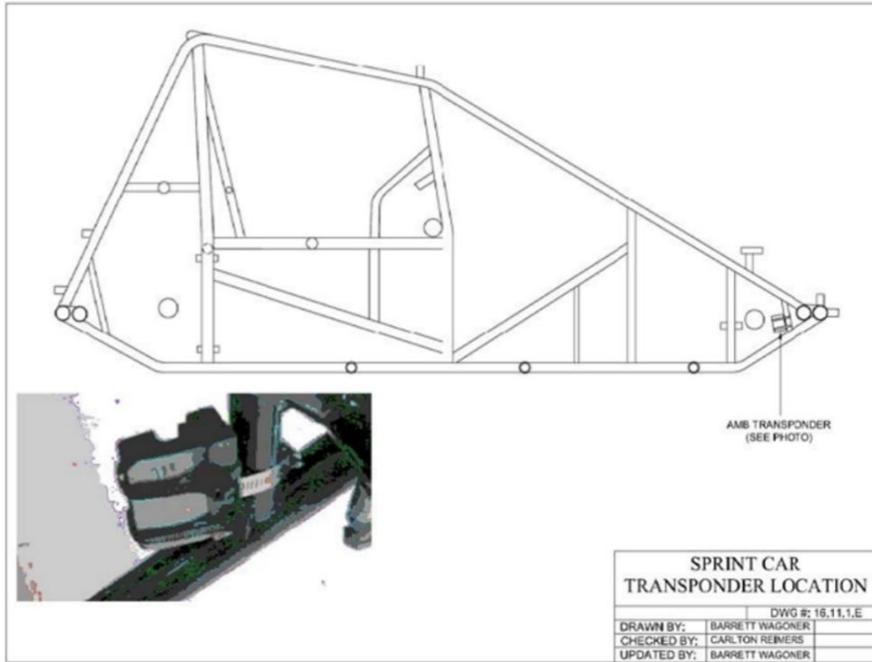
#3 Support Bar



Drawing 16.12.3
By Tom Devitt

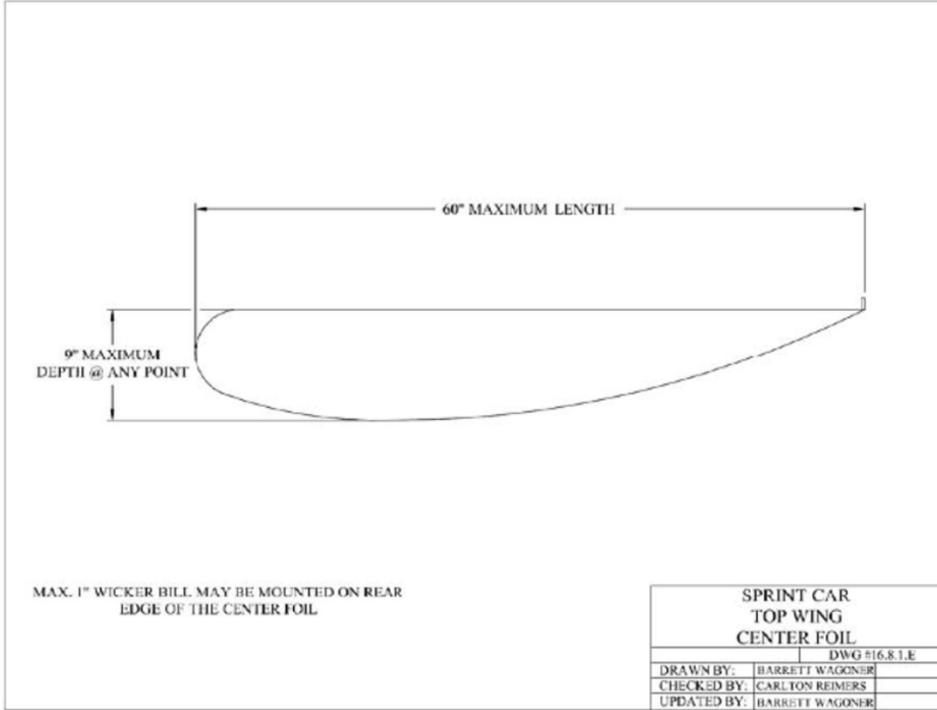
4. Transponder Location



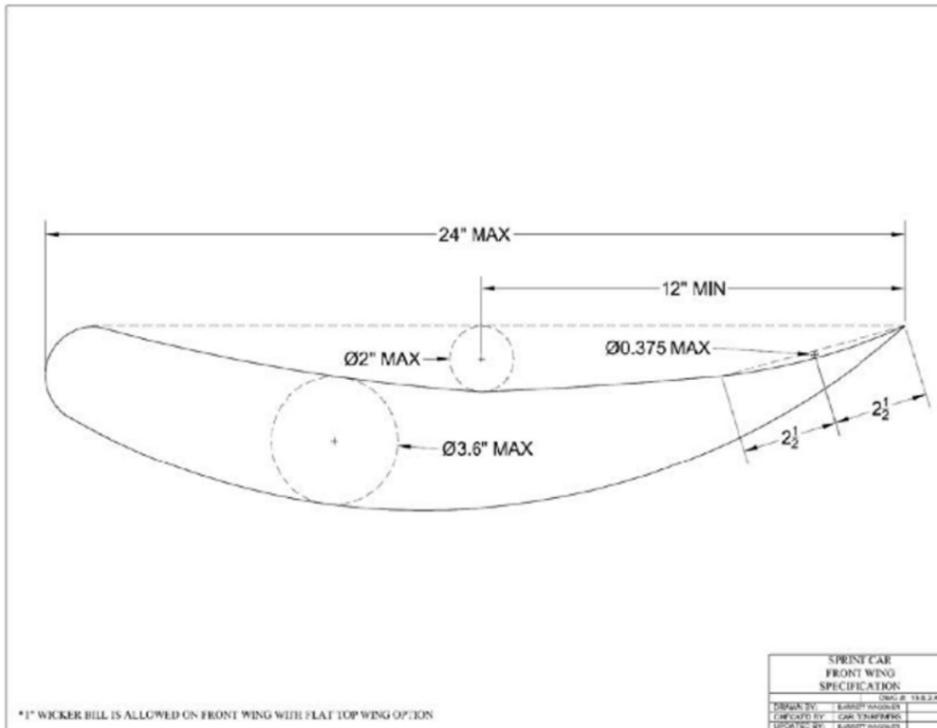


5. Wing Specifications

a) Top Wing



b) Nose Wing



III. Race Procedures 2026

A. Host Track Pit Passes

1. It is the prerogative of the Host track to set the Pit Pass Price at their own facility for all.

B. Series Pit Meeting

1. A Series pit meeting will be held prior to Host track pit meeting no less than 15 minutes prior and no more than 30 minutes prior to host tracks meeting. If Host track requests/requires that the 360 Wing Desert Series to wheel pack first, All Drivers will subsequently arrive at host track pit meeting in their fire suits and have their cars ready to go wheel packing. If Host track does not require/request 360 WSCDS to pack first drivers do not need to be in fire suit.

C. Pill Draw

1. All entrants must participate in pill draw to determine the heat race line ups.
2. The designated time for pill draw will be posted at the track.
3. If a participant fails to draw within the designated time, the participant will start scratch in the last heat race. Participants that do not make the call for their heat race, will start scratch in the last heat race.
4. Only one pill may be drawn per entry.
5. Pill Draw Fee is \$20 (\$25 in Colorado for 2026) Cash per pill draw per car per night. 50% of Pill Draw Monies go back to 360 Wing Desert Series and the Series CFO will take charge of the funds after pill draw.

D. Event Format:

1. The event format will be left to the discretion of the Series Director of Competition in conjunction with the host track management team and will be posted at the track.
2. All full race programs shall be run in the following order:
 - Driver Check in
 - Pill Draw to determine line up for heats
 - Series Pit meeting
 - Wheel Pack
 - Heat Races
 - B-Main(s)
 - A-Main Event
3. All 360 WSCDS cars must have adequate time between wheel pack and hot laps to remove excess mud from cars to prevent damage to wings, shocks, or suspension.

4. Wheel pack should not take more than 10-15 minutes before Sprint cars are off the track, if needed other classes should finish between Sprint pack and Sprint Hot Laps/Qualifying.
5. Qualifying will take place during hot laps allowing 3 laps at most. Lap 1 get to Speed, Lap 2 timed lap, Lap 3 cool down and Exit.
6. Qualifying will take place based off of Heat race Line up from Pill Draw. In one to two flights consisting of 4 to 6 cars based on amount of cars in heat. Heat 1 Flight 1 will go first followed immediately by Heat 1 flight 2.
7. Flights: Flights will be decided by splitting the heat race in half, if more than 6 cars in heat. Flight 1 will be position 1-4 (assuming 8 car heat race) Flight 2 will be positions 5-8.
8. Drivers who miss their scheduled flight will start last in their heat and not allowed to hot lap or Qualify in a different flight.
9. Final Line up for heats will be made by inverting the top 4, 1st to 4th 2nd to 3rd, 3rd to 2nd and 4th to 1st, all others will be heads up.
10. Heat Races are 8 Laps
11. Passing Points Format Heat to Main as prescribed in Section D Section P has the Diagram for breakdown of Points including Finish Points
12. B-Main (Optional) (10-15 Laps) 10 laps for 10 cars and under, 15 for 10+ [Amount of Cars to Transfer will be announced per race date]
13. Feature (25Laps and 30 Laps shows with a \$5,000.00 to win or more)
14. Victory Lane Celebrations Driver Interviews top 3 to on front stretch after Scale weight verification based on Host track and time.
15. Post Race Tech (location TBD per host Track Facility)
16. Driver Payout (location TBD per host Track Facility by either check or cash, each night or at the end of night two)

E. Passing Points Format

1. Passing points will be based on finishing position and cars passed. (See Item Q for details)
2. The participant will not receive passing points if he/she does not partake in pill draw or wheel packing when prescribed. The participant will only receive finishing points from the heat race.
3. The top 16 in passing points from the heat races will automatically transfer to the A main. The number of cars that automatically transfer to the A-main from the heat races may be adjusted by the Series Director of Competition.
4. The Top 8 will redraw top four from 1-4 and bottom four 5-8 based on passing point order highest to lowest starting with 5th position based on ranking, after the Bottom four have drawn 5th through 8th then 1st through 4th will be draw, on the front stretch or Victory Lane in front of the fans.
5. The balance of the cars remaining will be lined up in subsequent consolation events based on passing points.

6. The top finishing cars based on their finish will be lined up behind the cars that have already qualified for the main event. The number of cars taken out of each consolation event will be determined by the Series Director of Competition.

F. Flag Signals

1. Green Flag indicates START, course is clear.
 - a) *A Driver May Not Exit His/Her Car While On The Track During Green Flag Conditions.*
 - b) *Exceptions to this rule may be made for safety issues. The Series Director of Competition will determine if the driver exited his/her car for a safety issue.*
2. Yellow Flag indicates CAUTION, slow down and maintain one's position.
 - a) *The yellow flag will be displayed in the event of an accident or an unfavorable condition on the course. In the event of the yellow flag being displayed, the leader of the race is required to slow down to parade lap speed and the balance of the field will close in behind him/her in the order in which they crossed the start-finish line on the last scored lap.*
 - b) *The green flag will not be displayed until the field has been completely closed up and the course is clear. When the green flag is again displayed, the race will be resumed all around the course.*
 - c) *A Driver May Not Exit His/Her Car While On The Track During Yellow Flag Conditions.*
 - d) *Exceptions to this rule may be made for safety issues. The Series Director of Competition will determine if the driver exited his/her car for a safety issue.*
3. Red Flag indicates STOP, race is halted.
 - a) *The Series Director of Competition will determine whether the Red Flag condition is open or closed.*
 - b) *Closed Red: Work on a car will be permitted during a closed red in the designated work area, but the car must be ready to resume racing when given the order and must start at the tail. Cars not back on the track before the one-to-go will not be permitted to resume the race.*
 - c) *Open Red: Work on a car will be permitted during an open red on both the track and in the designated work area, but the car must be ready to resume racing when given the order. Cars not back on the track before the "one-to-go" will not be permitted to resume the race.*
 - (1) *Designated work area*
 - (a) *Any work maybe done on a car with the exception of Changing a tire. If a tire is changed that car will restart at the rear of the field.*
 - (b) *If a car goes to the work area during the open red, the car will start at the tail.*
4. Black Flag indicates STOP NEXT LAP. Car will not be scored if it does not stop on the next lap. If the car will still not exit the track a red will be thrown and the car towed from the racing surface.
5. White with Red Diagonal Flag indicates Ambulance Flag; an ambulance is on the track.
 - a) *Reduce speed and proceed with extreme caution.*
6. Royal Blue with Orange Diagonal Stripe indicates a lapping competitor is attempting to pass, give him/her consideration.

7. White Flag indicates Entering the Last Lap.
8. Checkered Flag indicates Race Completion.

G. Method of Starting:

1. All races will be started with the flying start. The green flag will signal the start of the race. Series will utilize a Chalk Line and Start Flag for Initial Starts.
2. No cars will hot lap or pass the designated pace car prior to the start of the race.
3. In the event the first row fails to properly address the starting line, whichever car or cars are involved shall be moved to the rear of the field at the discretion of the Director of Competition.
4. In the case of a start using a pace car, the pace car will leave the track before the starting lap and the lead pole car shall approach the starting line at a consistent speed, in accordance with track conditions and as required to keep the field in formation.
5. In the event a pace car is not used, the lead pole car will set the pace, which shall be slow and consistent, in accordance with track conditions and as required to keep the field in formation.
6. No Driver May Deliberately Improve His Position Until the Green Flag Is Displayed.

H. Initial Starts

1. Initial starts will be double file unless the Series Director of Competition specifies otherwise.
2. The Pole sitter sets the pace for a start, Outside lane has the responsibility to maintain pace with the Pole Sitter.
3. All starts occur at the chalk line and/or 360 Wing Desert Series Start Flag.
4. Jump Starts will be determined by the Scoring Tower and infield Series Technical Support personnel, both must agree that a jump occurred to be penalized. Penalty for jumping a start is moving back 2 rows for first offence. 2nd offence will be to drop to the tail of the field.
5. Any participant failing to take his/her proper starting position, deliberately obstructing a fellow competitor from taking his/her proper starting position, or intentionally delaying the start of a race event will be moved to the last running position.
6. 50% of the starting grid must have passed the start/finish or scoring line for 1 completed lap to be scored on the initial start of the race.

I. Restarts

1. Restarts will be Double File Using a Choose Cone for all Restarts, unless more than one attempt to make a green flag lap occurs.
2. In the event of a yellow flag, cars will form a single file line so running order can be corrected or verified according to the last completed lap.
3. Restarts require only the leader to pass the start/finish or scoring loop line to be counted as a completed lap.

4. In the event of a red flag, cars will restart according to the last completed lap. From there the Yellow will be displayed as cars are refired and put in last completed laps running order.
5. The Choose Cone will be placed on the front stretch near the flag stand in the center of the surface, Drivers will choose under yellow by driving above or below the cone. Once a driver has placed the car above or below the cone that is the line that they will restart in. If 4 cars go high and 5th goes low, 5th will start on the inside of row 1.
6. Stopping on the Track: A car that stops for any reason under green flag conditions will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Series Director of Competition will determine if the stop was made for a safety issue.
7. 360 Spins: The offender will be sent to the tail of the field for the restart if unable to continue without a caution flag. If the spin occurs in traffic the caution will be brought out.
8. Accidents: Cars involved in an accident will restart at the rear of the field according to the running order they were in on the last completed lap if stopped or have gone to hot pits.
 - a) *If a yellow flag flies for a car that did not stop on the race surface, that car will blend in and hold position on the racing surface and will line up in that position for the choose cone.*
9. Exiting the Track: If a participant exits the track for any reason during the race, he/she must restart at the tail of the field if permitted to resume the race. Exceptions to this rule will be made for safety issues. The Series Director of Competition will determine if the stop was made for a safety issue.
10. If two or more competitors engage in any combination of the events named in numbers 6 through 9 immediately above on the same lap, the participants will restart at the rear of the field according to the running order they were in on the last completed lap.
11. Any participant failing to take his/her proper restart position, deliberately obstructing a fellow competitor from taking his/her proper restarting position, or intentionally delaying the restart of a race event will be moved to the last running position or removed from the surface.
12. The leader sets the pace for a restart, regardless of row choice. All starts and restarts occur coming out of turn Four between designated starting flags/cones for restarts.
13. All lapped cars will be placed to the rear of the field on all restarts in the A-Main. Drivers will pass the lead cars in running order to get to the rear of the field, putting themselves back on the lead lap or plus one lap if multiple laps down.
14. Secondary Title Sponsor Lucky Dog; During the A-Main Lapped Cars returning to the rear of the field during caution by virtue of passing the lead cars will receive 1 lap back if multiple laps down, if only one lap down they will then be scored on the lead lap and continue to race for position.
15. Once Competitor has pushed off prior to the start of the race if you pull off the track for any reason you forfeit your starting position and will start last, if unable to make their designated starting position before all cars are started.

J. Backup Cars

1. The use of a backup car must be approved by the Series Technical Director, if not part of the team's equipment.
2. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already competed in the event.
3. If a driver changes cars, prior to his/her scheduled heat race, that driver will start in the position designated to him/her on the official heat line-ups.
4. If driver changes cars at any point after his/her scheduled heat race, and that car does not bear the qualified cars number, that driver will start at the tail of the next scheduled event that he/she has been locked into.
5. Once a race has commenced, a driver cannot change cars for that race after one scored lap has passed.
6. If a backup car is utilized, a driver change will not be permitted for the remainder of the event.

K. Changing Drivers

1. If a car changes drivers prior to its scheduled heat race, that car will start in the position designated to it on the official heat line-ups.
2. If a car changes drivers at any point after its scheduled heat race, that car will start at the tail of the next scheduled event that the car has been locked into.
3. If a car changes drivers, the use of a backup car will not be permitted for the remainder of the event.

L. Work Area:

1. The designated work area will be determined by the Host Track and Series Director of Competition at each track. The designated work area may be utilized under yellow or red flag conditions.
2. Under yellow or closed red conditions, once a car arrives in the work area, the car must begin its return to the track within 2 caution laps or before the one-to-go of the same lap in which the car exited the track. At no time will a team be given more time to complete repairs during a race event if a lap has been completed. The car will restart at the tail of the field. If a car exits the track and does not return within 2 caution laps or before the one-to-go of the same lap in which it exited the track, the car will not be permitted to resume the race.
3. If a car exits the track and one or more laps are completed in its absence, that car will not be permitted to resume the race.
4. If the number of times a car utilizes the work area impedes the race, the car will be prohibited from completing the race. Each car will receive 2 caution laps the first time in the work area, after that you must be ready by the one to go.
5. There will be no opportunity to work on a car under yellow flag conditions during any event until after the heat races.

M. Stopping on the Track

1. A car that stops for any reason after leaving the grid and impedes the start of the race will be placed at the tail of the starting field. Exceptions to this rule will be made for safety issues. The Series Director of Competition has the discretion to determine if the stop was made for a safety issue. The Series Director of Competition or the Technical Director may ask any car involved in an on-track altercation to stop for a safety evaluation, if the car is deemed to be able to compete it shall at no penalty to the driver. If the car is deemed to have been damaged beyond the ability to safely race it may proceed to the work area. The Series Director of Competition or the Series Technical Director will inform the driver of any issues found prior to the restart.
2. A car that stops for any reason under green flag conditions, including for an accident, will be placed at the tail of the field for the restart. Exceptions to this rule will be made for safety issues. The Series Director of Competition has the discretion to determine if the stop was made for a safety issue.
3. If the Series Director of Competition determines that a participant is continuously impeding a race, the participant will not be permitted to resume the race.

N. Spins:

1. Spins are not permitted and will not be tolerated. The Series Director of Competition has the discretion to determine if the spin does not impede the race to maintain racing.

O. Rough Driving:

1. 1st Offense: Driver will be sent to tail.
2. 2nd Offense: Driver will be disqualified, receive no points and no pay.

P. Slide Jobs

1. A participant's attempt to clear the car he/she intends to pass must be made in good faith. The good faith determination will be made by the Series Director of Competition.

Q. Retaliation

1. If a participant engages in retaliation before, during, or after a race, the participant will be disqualified and will receive no points or pay.

R. Race Completion

1. A race will be considered complete when the checkered flag has been displayed or whenever the scheduled distance is finished, whichever occurs first. All feature races must be completed by a green, white, and checkered flag unless the discretion of the Series Technical Director states otherwise.
2. If the scheduled distance of a feature event has not been covered, it is within the Series Director of Competition's discretion to decide if the race is complete.
3. Races which are completed on subsequent dates will complete the unfinished portion of the scheduled distance.

4. The white flag will be displayed to the leader as he/she completes his/her last lap, and will continue to be displayed to each successive car during that lap of the race, indicating one more lap to be run.
5. The checkered flag will be displayed to the leader as he/she completes his/her last lap and to each successive car until all cars running have been signaled that the race has been completed.
6. If a race is stopped by a red flag after the leader and/or other cars have taken the checkered, those taking the checkered prior to the showing of the red flag will be scored according to how they crossed the start-finish line. Cars passing the start-finish line after the showing of the red flag will be scored according to their last scored lap (green). Those involved in the accident will be scored at the rear of the field.
7. If a race is stopped by use of the red flag and is ruled complete by virtue of more than 50% of the race event having been run, the finishing positions will be paid according to the last official scored lap by the leader, previous to the red flag being displayed. Any cars involved in the accident which resulted in the red flag being displayed, will be scored at the rear of the field.
8. If a feature race stopped by the use of the red flag is ruled incomplete by virtue of not having completed 50% of the race event, all race participants of that event will share equally in purse money paid for that event.

S. Points Structure

1. All competitors will begin with zero (0) points upon showing up to their first event for the season. Points follow the Driver not the car or car owner.
2. Only Registered Competitors who are registered prior to the July 15th of the year deadline are eligible for points, Points are nontransferable.
3. 360 Wing Desert Series 360 Winged Sprint Car Desert Series does not use provisional starts at any time for any reason.

4. Passing Points Diagram:

Passing Points Diagram												
START												
FINISH												
	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
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

5. Electing to start Scratch (last on the heat starting grid) voids passing points and will only be awarded finishing points based off the above matrix.

6. Race Finish/Championship Points Structure

a) Points are distributed as follows: 1st place gets 300 points, 2nd place gets 290 points, and so on, decreasing by 10 points per position until 21st place and beyond, which receive 100 points each.

7. Heat Races do not award points towards the Championship.

8. B-main non transfers will receive 50 points, transfer cars will not receive points from B-main.

9. Cars unable to make the Start of the B-main will receive 40 show up points. To be eligible, the driver must have attempted to qualify into the field through the Heat Race. Cars that do not race the heat, at minimum, will not receive points. No Other Championship Points may be awarded for any reason.

10. In the event of a rain out after a Main Event field has been set, all drivers in the starting grid will receive 150 points and all drivers not in the starting grid will receive 50 points, unless they did not start the B-Main but did start the Heat, 40 points will be assessed, no points will be given for cars that did not start the heat or B-Main.

IV. General Rules 2026

A. Improper Language or Conduct

1. No participant will be allowed to use improper language to a race official at the track.
2. No participant shall strike or cause bodily harm to any person at the track.
3. No participant or member of his/her pit crew is to approach the flagman or scorers during a race. Any problem is to be taken to the Series Director of Competition, Series Technical Director, or Series Pit Steward.
4. Guns or other weapons will not be allowed on any person at the track or at any organization activity, exception being Host Track Security personnel when applicable.

B. Fines/Suspensions:

1. Any Host Track has the right to Fine, Suspend, or Ban any driver, owner, or crew for infractions against the Host Tracks Rules. In the event that an infraction against the Host Track Rules has occurred a meeting, teleconference, or video conference will be set up between the Series Directorship, Driver, owner, or crew and host track to discuss the infraction and ensure that the offense is not repeated. It is imperative that drivers, owners, and crew remember to always obey Host Track rules and Regulations as we are guests in their facility.
2. 360 Wing Desert Series may also subsequently Fine, Suspend, or Ban for infractions against 360 Wing Desert Series Rules or Host Track Rules. Fines may come as monetary, loss of that shows pay and points, as a secondary that must be paid prior to the next scheduled event, a combination of, or removed from the Championship payout at year end. All Fines, points reductions, and or reductions in pay must come with an explanation of the infraction in writing within 24 hours of the infraction to be delivered by email or in person.

C. Appeals to suspension or Fines:

1. 360 Wing Desert Series will allow one appeal within 72 hours of the infraction letter. The appeal must be written or typed in letter format and returned by email. Appeals will go to the Series Director of Competition, Series Technical Director, and Series Pit Steward for final decision. Appeals will be emailed to g10promotionsllc@gmail.com.

D. Racetrack Decisions

1. All decisions at the racetrack will be left to the discretion of the Series Director of Competition and/or Series Technical Director that pertain to the following:
2. Host Tracks
 - a) *All Host Track Safety Rules will be Strictly enforced. This includes but is not limited to: Directions for entering and exiting the racing surface, where to fire cars off, pit speeds for all vehicles, where work area is, alcohol policy, age policy for pit admittance, etc.*
 - b) *Host tracks will provide a reasonable quantity of push vehicles (3) 360 Wing Desert Series highly recommends drivers and owners bring their own push vehicles, when possible, as well.*

- c) Competitors will treat staff of host tracks with dignity and respect during the event weekend.
- d) Any issues with Host track personnel are to be taken to the Series Director of Competition, Technical Director, or Series Pit Steward, for them to discuss with Host Track Management.
- e) 360 Wing Desert Series will utilize Host Track Scales.
- f) 360 Wing Desert Series will hold a separate pit meeting to take place no more than 30 minutes prior to the Host Track Pit Meeting, it is mandatory that all drivers and owners be at the 360 Wing Desert Series pit meeting, it is also mandatory that all drivers be at the Host Track Pit meeting to ensure that nothing was missed as well as to provide solidarity in the process with local track drivers and officials.
- g) 360 Wing Desert Series will conduct their own Pill Draw, ReDraw, and Post all lineups while working with the Host Track Personnel for scoring and timing loops through the Series Technical Director while utilizing Host Tracks MYRACEPASS for line-ups passing points, etc.
- h) 360 Wing Desert Series Drivers will maintain a high level of professionalism when interacting with all host track officials, fans, drivers, crew, and each other as to be ambassadors of the sport.
- i) Host Track will work with Series Technical Director for Line ups, RACEceiver, interaction with drivers, passing points, Pill Draw and Re-Draw, Push Vehicles, and Tech Officials. Series Technical Director and Series Director of Competition will have final say over any matters pertaining to the 360 Wing Desert Series.
- j) All Drivers, Owners, Crews, and Officials will always work together for the best outcome for the race, fans, drivers/owners, host track, and series, any issues will be addressed without retribution in a civil and fair manner.

E. Champ Fund & Driver Payouts

1. All Drivers who wish to race for Championship Standings and Championship Purse are required to:
 - a) Be a 360 Wing Desert Series Member in Good Standing by paying the 360 Wing Desert Series membership for the 360 Wing Desert Series.
 - b) Must race a minimum of 80% of all points shows while displaying all Contingency Sponsorship decals provided to teams by 360 Wing Desert Series Officials.
2. Competitors who are present night one of a two day show who are unable to race night two must consult the Series Technical Director or Series Director of Competition as to not be shown as absent from night two. Night two will not be held against a driver that is injured or if a car is damaged beyond repair from night one. Show Up Points will be awarded for day two.

Drivers must have all Marketing Partner decals visible on their car for a **Minimum 80%** of Scheduled Shows to receive full payout for Championship Purse. Failure to display the Marketing Partner Graphics provided by 360 Wing Desert Series 360 WCSDS will result in an 80% reduction of Championship payout. These Marketing Partners are the reason we have our Championship Purse, Heat Race Winner payouts, as well as many other contributions. They support us, we will support them. Extra Graphics for Spare Wings and Body Panels can be obtained from the Director of Competition as well as the Technical Director at any time prior to the start of the race program or immediately after the Top 8 redraw.

