



**2010 Golden State Challenge  
King of California Sprint Car Series  
410 Sprints General Rules**

HRP-GSC410Rules-022810.1

**THIS BOOK IS EFFECTIVE JANUARY 1, 2010 & SUPERCEDES ALL PREVIOUS RULES.**

THE FOLLOWING RULES, REGULATIONS AND STANDARDS OF CONDUCT SET FORTH HEREIN ARE DESIGNED TO PROVIDE ALL COMPETITORS, THEIR CREWS AND CAR OWNERS WITH A CLEAR UNDERSTANDING OF THE MINIMUM ACCEPTABLE REQUIREMENTS FOR PARTICIPATION. THESE RULES SHALL GOVERN CONDITIONS OF ALL EVENTS AT THIS FACILITY AND BY PARTICIPATING IN THESE EVENTS, ALL PARTICIPANTS AND THEIR SUPPORT CREWS ARE DEEMED TO HAVE READ, AND AGREE TO COMPLY WITH THE RULES AS LISTED. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF THESE RULES. THESE RULES ARE TO ESTABLISH GUIDELINES FOR COMPETITION, AND IN NO WAY ARE A GUARANTEE AGAINST INJURY TO PARTICIPANTS.

Sprint car racing is a very emotional sport; therefore, good sportsmanship is the cornerstone on any competitive racing program. This must include respect for all participants - drivers, owners, pit crews, and officials. For our part we will try to be consistent with our rules no matter what or who is involved. We will treat all participants with respect and expect similar treatment in return. A racer's Pit area is his castle - therefore please stay out of other racer's pit area.

**RULES OF CONDUCT**

1. The interpretation and application of all rules contained herein as well as all amendments, supplements and revisions that may be implemented shall be at the sole discretion of the GSC management and officials and shall be final and binding.
2. The possession of alcoholic beverages in the pit area is prohibited. OPEN Alcoholic beverages will not be allowed through the pit gate and those found in the pit area with alcoholic beverages will be ejected. Those under the influence of alcohol or narcotics will not be allowed in the pits, and if found in the pits will be ejected. Drivers using or possessing alcohol or narcotics will not be tolerated at any time. Those found doing so may be suspended or barred for the remainder of the season.
3. Excessive speed or reckless driving in the pits will incur a \$25 fine for the first offense and \$50 fine for the second offense, followed by suspension from the pit area, The PIT speed limit is 10MPH! (Four-wheel will be parked for duration of the night).
4. Anyone entering an area other than their own pit area should a disturbance of any kind occur, said party or parties not in their respective pit area will be considered to be at fault for causing the disturbance and could be subject to fines and/or suspension may be fined \$150 first offense and the second offense will double the fine (\$300) and will include an automatic three-race suspension.

5. Abusive language and/or gestures to officials and/or spectators may result in a minimum \$25 fine; suspension will be as the discretion of the head official.
6. Interference with emergency personnel or officials on the race track will be a \$100 fine.
7. Use of a race car as a weapon, or in the obvious attempt to hit another car or person will be automatic expulsion from the facility (Minimum \$1000 peace bond for remainder of the season if allowed back at all).
8. **Car owners and drivers are responsible for the conduct of everyone associated with their car, whether they are in the pits or grandstand area, male or female**, in any and all matters pertaining to the race, the driver shall be the sole spokesman for his or her car owner and pit crew. Verbal abuse, cursing or threatening another person can result in the ejection of violator and possible disqualification of car associated with it. Fighting on the premises will not be tolerated at anytime. Anyone fighting with an official will be subject to fine, suspension and/or permanent expulsion, any unsportsmanlike behavior is subject to fine and/or suspension.
9. If a dispute arises ONLY car owner or driver has the right to approach the official and discuss the issue in a calm and professional manner.
10. Four wheelers, ATV's or scooters are not allowed on the race track or the edge of the race track during an event. In all areas (race track, pit area, etc.) four wheelers or ATV's must be operated in a safe and sane manner and should not exceed ten (10) Miles an hour. ALL FOUR WHEELERS AND ATV'S MUST HAVE THE CAR NUMBER THEY ARE ASSOCIATED WITH IN A LEGIBLE MANNER SO THEY CAN BE IDENTIFIED AT A DISTANCE. CAR OWNERS WILL BE RESPONSIBLE FOR THESE VEHICLES AT ALL TIMES. THIS ALSO INCLUDES MOTORCYCLES AND MOTOR DRIVEN BIKES!!!
11. All cars are required to pack the track.
12. If a car leaves the track for any reason and returns the owner and driver must return with the same car and number.
13. No changing of car numbers at the track will be permitted, except by officials for scoring purposes by adding a letter to a number.
14. Driver changes are not allowed once car is qualified for that event.
15. No car owner changes will be allowed for the purpose of gaining car owner points. (Car owner points for registered car number – example car number 100 can not run car number 120 if car 120 is not running that event and owner is not present to gain points for car 120 owner).
16. At no time shall anyone run across the track while a race is in progress or track is under green flag conditions.
17. A race may be stopped at the discretion of the promoter, race director or officials anytime they might consider it dangerous or unsafe to continue.
18. No Registered Participant or non- Registered Participant shall enter the scorer's tower or flag stand during the racing program. Anyone entering the tower or flag stand without being invited to do so can be fined, disqualified and/or suspended at the discretion of GSC officials. This rule pertains to driver, all members of crew, car owner and family members.
19. Any tire flat and rim is touch the race surface will be black flagged (safety item) at the discretion of the officials.
20. A damaged wing or body parts to be safety related will be black flagged (safety item) at the discretion of the officials.

## STAGING RULE

1. All cars will be called up for staging no later than half way through the race preceding theirs. The car and driver are expected to be in the staging lane, and ready to take the track by the end of the race prior to their event. The PA system is a courtesy and it's your responsibility to be in staging for your race.
2. All cars in the field, including transfers, will have to be in the staging lane (or area, depending on track) within the 5 minute time frame announced @ the PIT board, to retain their starting position in the race.
3. This will normally be 5 minutes after the checkered flag drops on the preceding race, but can vary depending on program, infield presentations and racetrack.
4. At the end of the 5 minute time frame, the PIT Steward will announce that staging time has expired, and a cone will be place behind the last car staged. The cars in the staging lane at that time will be lined up by staging area officials to fill all positions that are vacant, and any late arriving cars will be lined up in the order they arrive to the staging area or lane to fill the field.
5. Air horn 5 minute blast, at 1 minute remaining there will be another blast. When time is up there will be 3 short blasts and we are pushing cars.

### 5 Minute Qualifying rule will vary by racetrack and staging areas:

1. If entire field is required to stage (Placerville for example); any car that misses the 5 minute call to stage will loose 1 qualifying lap (no line-up penalty) but if they miss their position by more than 2 spots they will receive 1 lap at the end of qualifying, start behind the dash cars in the A feature and unable to be in dash.
2. If we are using a staging lane (example: Chico), if you are in the first group of cars to qualify you will have 5 minutes to be staged or you will loose 1 qualifying lap, the rule of missing your position by more than 2 positions will take precedence in all other situations.

This rule is in place to keep the races moving, avoid down time, and to avoid curfew issues. The timely staging of events improves the program, gives competitors maximum racing time, and allows for courtesy laps during events

\*\* Thank you for your help in improving the show and growing our sport, and that benefits us all

## RACE TRACK RULES

1. **AFTER FEATURE WIN CELEBRATION; DONUTS/360's WILL NOT BE ALLOWED AND LOSS OF POINTS FOR THE NIGHT (THIS IS ANYWHERE ON TRACK OR INFIELD) (SAFETY)**
2. **DRIVING THRU THE INFILED UNDER GREEN FLAG CONDITIONS WILL RESULT IN A ONE LAP PENALTY ASSESSED AT END OF RACE AT THE DISCRETION OF THE OFFICIALS.**
3. **NO RACING BACK TO THE FLAGSTAND ON YELLOW FLAGS.**
4. No hot lapping on track unless given the go ahead by the officials on the track. This is a safety issue with personal or vehicles on track. Thank you.

## ORIGINAL START

1. Double file start in turn four at the designated area be it cone or line or both. In the event of a false start, the race will be called back by going yellow. Once the pace is set from middle of back straight all cars will maintain that pace until the start. If a car starts early, or if a car slows after the pace has been set and creates a bad start, one or both cars will be placed back three rows by the call of the director of competition, If we fail to get a good start after the third attempt, we will start in single file in turn four by original line up.

2. A car will be given credit for green flag start, if that car was on the race track at that point of time when the caution lights have been turned off by the starter and the pole-car starts the race in turn four.
3. In the event of going red on the original green flag lap, we will revert to the original crossed-up lineup, with those cars involved going to the back and sliding rows forward to fill the order. No car will be allowed to gain more than two positions by sliding forward; if more than two positions are gained by sliding forward, we will re-cross the line-up instead. (The cars involved will not be charged with this flag for purpose of the two stop penalty).
4. A competitor will be allowed a maximum of two attempts to push off to start any race and still retain their starting position. THIS IS A COURTESY DON'T ABUSE IT!!!
5. Once the field of cars is on the track and lined-up, any car that is missing will be given a one-lap grace period to make the race in their original starting position, after that they will tag the rear or miss the race If they don't take the original green; they will not be allowed to run that race at all.
6. You must be in the lane (in line to push depending on track) ready to be pushed.
7. All cars that make contact and stop on the track as the result of an accident will restart in the rear. Any car that does a 360 and brings out a yellow will start at rear. Any car or cars involved in bringing out a yellow or red, period, whether making contact or not, will restart in the rear. Any car spinning out or stopping without making contact, in an attempt to avoid an accident, which has already brought a yellow, will restart in the rear. All cars restarting in the rear because of a yellow condition will be lined up in the order they were running on the last lap.
8. Any cars spinning out and bringing out the yellow or red flag- on their own - two times during any event will be disqualified from that event. Any car that deliberately stops on the track to bring out the yellow flag will be penalized one lap, With the exception of personal safety.
9. When caution is displayed on track, any car going into the pits will be allowed to restart at the rear of the field and not lose a lap provided the race has not been restarted. No courtesy laps if you didn't draw the yellow (see yellow flag definition).
10. After the yellow flag has been displayed, cars will be lined up on all restarts based on the last lap completed when the leader passes the start/finish line except for those cars causing the yellow condition.

## **RESTARTS**

1. Single file, nose to tail alignment, front straight. The leader sets a consistent pace middle of back straight and starts the race at a point of their choosing, between turn four and a cone located along the front straight Once any car passes this cone, you are under green flag conditions and free to pass.
2. Any cars going inside of cone, hitting cone or passing prior to the cone, will be considered a jump. The penalty will be two positions back for each car jumped.
3. If the leader picks the pace up and then backs off before reaching the cone in an effort to stack up the field (brake checks), that will be considered a jump by the leader and the leader will lose two positions.

## **PROGRAM FORMAT:**

### **DRAW SHOW**

1. Draw for heat race position. The pole position on heat 1 will be the lowest number that was drawn. The pole of heat 2 will be the second lowest number drawn, and alternating across heats until line-ups are complete. Cars' arriving after wheel-pack has begun will be placed at the back of a heat in the next open spot.

2. Top "4" finishers in each heat race will go to the "A" main, lined up by their finishing positions. Winner of heat 1 will be pole of A-main and winner of heat 2 will be outside front row before inversion is drawn.
3. Depending on total car count, number of transfers from the heats and semi-mains could vary to fit program.
4. The next 4 finishers from each heat will go to the "B" main, lined up by their finishing order from the heat race there will be no inversion for the "B" main, four transfers from the "B" will tag the rear of the "A" main.
5. All lap counts and time limits will be posted on the pit board prior to each event and will be adjusted accordingly to the total number of cars in division.
6. We will run at least two heats if total car count is 10 or more. We will run three heats when we exceed 18 cars and will run four heat races when car count reaches 25 or higher. When four heat races are run, we will have a 20 car feature event.
7. The inversion will be a 1, 2, 3 or 4; first, second, third and fourth place finishers. The inversion will be drawn by the winner of the first heat.

### QUALIFYING SHOW

1. Numbers will be drawn at or near the lineup board. All numbers are to be drawn prior to drivers meeting. Anyone not drawing will be placed at the front or rear of the qualifying; see qualifying rule A below. Qualifying positions will be determined by drawing a number. The lowest number will be first out. The first qualifier will receive one free lap, before going green for two laps back to back.
2. If a car misses his or her drawn qualifying position by more than two cars; or if they elect to run one lap at the end; or if both laps are illegal due to exceeding the sound requirements of the racetrack; the best starting position they will receive is behind the dash cars in the "A" main event and not be in the dash.
3. The top "6" in each heat race will be inverted by their qualifying times, with heat one's sixth place car being the fast qualifier. The following examples are the line-ups for a four-heat program. The numbers illustrated below refer to the qualifying positions of each car.

HEAT 1	HEAT 2	HEAT 3	HEAT 4
21-17	22-18	23-19	24-20
13-9	14-10	15-11	16-12
5-1	6-2	7-3	8-4
25-29	26-30	27-31	28-32
33-37	34-38	35-39	36-40
41-45	42-46	43-47	44-48

4. The fastest 8 cars that transfer out of these heats pull a pill (fastest first and so on) for starting position in the dash. The dash finish sets the line-up for the first 4 rows of "A" main.
5. The "B" main will consist of the next 16 fast cars that did not make the "A" main. They will be lined up by their qualifying times with no inversion.
6. The remaining cars, lined up by times, will make up the "C" main and any DNQ's that do not finish in the top four in heat race competition will tag the "C" main.
7. We will transfer "2" cars from the "C" to the back of the "B" and take "6" cars from the "B" events. The first four transfers from the B-main event will maintain his or her qualifying time behind the Dash Finish, & 5-6 will tag rear.
8. If an event is delayed (Weather or track condition) and qualifying has to be cancelled, heat races will be lined up according to original pill draw of that night. See draw show format.

## QUALIFYING

1. Competitors will be allowed to draw a qualifying number until wheel pack begins; at that time any car that has not drawn a number will be placed at the end of the order. If you arrive late for the draw you will be placed at the front or rear of the qualifying order or be penalized one lap, whichever would keep from giving the late car an unwarranted competitive advantage.
2. Qualifying will be two-laps, back-to-back, with the first car out receiving a courtesy lap.
3. Once any car trips the timing light twice, he will be done whether he completes the laps or not. THE ONLY EXCEPTION TO THIS RULE WILL BE IN THE EVENT OF A MALFUNCTION WITH THE TIMING EQUIPMENT/ TRANSPONDER OR IF A CAR WAS INTERFERING WITH ANOTHER CAR'S QUALIFYING RUN.
4. Any car that misses a lap, and is being given another legal attempt, will be sent back out as close as possible to their original spot, not at the end.
5. Any car that, in the opinion of the track officials, pushes off for qualifying and fails to fire until he passes the flag stand in an attempt to receive an extra momentum lap, will receive a checkered flag after his first lap on the clock.
6. Any car that has a mechanical problem, either before or during his qualifying run, will have two car positions to have it fixed without being penalized if he has not started BOTH laps.
7. Any car that cannot make their qualifying run will be placed in the back of a heat or the back of a consolation race as DNQ. A maximum of 48 cars will start heat races. If you miss your qualifying position by more than 2 cars you will be given one lap at the end and regardless of time you will be positioned no better than behind the dash cars in the "A" main (No penalty in the semi-main, you will receive time recorded).
8. Any car that misses their spot by more than two cars, or exceeds the maximum sound level allowed, will be penalized in the "A" main. The best they can start is behind the dash finish. This penalty will also eliminate qualifying points for that car owner and driver.
9. If during a multi day show you are unable to qualify (Gold Cup, Fall Nationals etc.) for mechanical reasons, you may at promoters discretion be allowed to qualify the next evening, but you will qualify in the same spot, no redraw (if you drew #5 the first night you will be given that number for the second night).
10. It is your responsibility to be at the race track on time and have a representative at the drivers meeting. Anything covered at the drivers meeting applies to all competitors. Arriving late does not release you from compliance.
11. Driver can qualify only one car for the program. In the event that a Driver is injured, A non-qualified Substitute driver will start at the rear of the field regardless of qualifying position. ( non-qualified driver must not have qualified a car for the program.)
12. All cars will be required to run the mufflers used for qualifying for the remainder of the program unless damaged in an accident.

## **FLAGS**

Driver who does not obey the flag rules will be subject to lap penalties, time penalties, disqualifications and or fined.

### **Green Flag**

1. The green flag will indicate the start or restart of an event. After the cars are lined up in the correct order, the (yellow) traffic lights will be turned off; this indicates the race will start on the next exit out of turn four. In the event of a false or poor start, the yellow caution light will come on as the leaders reach the backstretch. The start will then be reattempted.
2. If one or both front row starters jump the start, one or both may be placed back three rows by the call of the director of competition.
3. Any car(s) advancing positions before the start or before the cone on a restart will be penalized two positions for each position gained. Penalty will be assessed at the next race stoppage or end of the event.
4. Restarts after one lap is completed will be single file. No gapping or passing before you pass the cone, if a car hits the cone, a two position penalty will be assessed on the next race stoppage or end of the event. A second infraction will result in disqualification.

### **White Flag**

1. The white flag indicates one lap remaining in the event.
2. Should the race be stopped on the last lap, the restart will consist of two laps at green, white and then checkered.

### **Black and White Checkered Flag**

1. A checkered flag will indicate the end of an event.
2. If the leader receives the checkered flag, crossed the designated Start/Finish line, and the race is stopped before all cars cross the Start/Finish line, the race will be scored complete. The cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap.
3. **AFTER FEATURE WIN CELEBRATION; DONUTS/360's WILL NOT BE ALLOWED AND LOSS OF POINTS FOR THE NIGHT (THIS IS ANYWHERE ON TRACK OR INFIELD) (SAFETY).**

### **Yellow Flag**

#### **NO RACING BACK TO THE FLAG STAND ON YELLOW FLAGS ALL DIVIONS**

1. A yellow flag condition is considered a race stoppage. Cars will slow to a pre race speed and maintain a single file line. Cars out of position will be advised by track officials where to line up.
2. If a pace truck is on the track, no cars are allowed to pass it without permission. Violators will fined \$25 first offense and be sent to the rear of the field or disqualification on the second offense.
3. Cars entering the work area during a yellow flag condition that complete the work before the race is ready to resume will be allowed to restart at the rear of the lineup. Line up will be in the order of the last scored lap.
4. Cars involved in the race stoppage that go to the work area will be given the time it takes the pace truck or field to complete two laps past the flagman to make repairs when the field is correct on the track, The laps begin when the last car arrives in the work area and line up on track is correct. Returning line up will be in the order of the last scored lap.
5. No courtesy laps 30 minutes prior to curfew. (Curfew to be stated at pit board) If you go to your pits there are no courtesy laps but you may return under the next yellow.

6. No pit crews are allowed on the race track during yellow flag. (\$50 fine after first warning).
7. Any car that receives two charged stops (Yellows or yellow/red) in any one race will be black flagged for the remainder of that race, But will receive starting points if earned and/or any position gained at the finish of that race.
8. A charged yellow will be when a car brings out the yellow flag by their own actions and not as the result of trying to stop to avoid another incident on the track. A car that stops to avoid a problem will go to the back but will not be charged for purposes if the black flag. (Stop to avoid – no contact with another car, pointed in racing direction).

### **Yellow Flag /Scoring**

**Split yellows; Split is scored after the first three or more cars past the start/finish line. The cars past the line are scored as is and the remaining field that was under the yellow will be lined up by the last scored lap. No consecutive back to back split yellows, or yellows immediately after a red.**

### **Red Flag**

1. A red flag condition is considered a race stoppage. Cars that blatantly drive past the crash scene will be penalized or disqualified Stop as safely as possible, safety crew on track to help driver.
2. Cars stopping must stay off the inner apron and not block openings where emergency personnel or support vehicles respond from.
3. Cars entering the work area during a red flag condition, that complete the work before the race is ready to resume will be allowed to restart at the rear of the line up. Line up will be in the order they return to the track and last scored lap (No courtesy laps on red).
4. Under red flag conditions: On a “Closed Red”, No pit crews may be on the track. If you work on your car you are done for that event. You may ask an official if you need your car in the work area, at that time you give up your position on the track and go to the back of the field.
5. On an “Open Red”, designated work area- any work is permitted with exception of a tire change. If a tire is changed, the car must restart at the rear of the line up in front of any cars that went to the work area.
6. If a car is involved in an accident, only emergency personnel are allowed at the car.
7. Persons not directly involved with the car(s) involved in the accident must stay back. Violation of this will result in a fine.
8. When the “Clear the Track” command is given, all personnel must leave the track in a timely manner, Violation of this will result in the car being penalized to the rear of the line up or disqualification, Air horn blast is one minute to clear track.

### **Red Flag /Scoring**

**No Splits are scored on a Red Flag The field is frozen and will revert back to the last completed lap scored.**

### **Black Flag**

1. If a driver receives a black flag during an event, driver must enter work area for explanation. If driver does not go to work area; he will not be scored past that point.
2. Drivers that are black flagged for mechanical or safety reasons may return to the event once repairs are made and the track is open.
3. If a driver is black flagged and stops to create an intentional yellow, driver is subject to a penalty or fine.
4. A furled black flag will be a warning against on track violations.

## **OTHER**

1. If you get out of your car on a yellow, you are considered done.
2. If you get out of your car and leave it. The car will be towed to infield and left. The tow truck driver is unable to know where your pit is and you need to assist tow truck to do as little as damage moving to your car to the pits, they are there to help.

## **GENERAL LAP COUNTS**

Total Lap Counts can and maybe changed at each venue due to conditions not under the series control. The officials will do their best to complete all advertise laps. Any changes to lap counts will be announced, posted on the pit board and/or track officials with notify competitors on the racing surface.

### **LAPS**

Heats: 10 laps  
Dash: 6 laps  
C main: 10 laps  
B main: 12 laps  
A main: 30 laps

### **Calistoga**

Heats: 8 laps  
Dash: 4 laps  
C main: 8 laps  
B main: 10 laps  
A main 25 laps

## **Low Car Count - Qualifying Format**

1. Car counts of 21 cars or less, the "A" main line up will be with dash finish cars then all remaining cars straight up by qualifying time.
2. The number of heats will be determined at the drivers meeting.
3. Example: fast time and second fast did not transfer, it would be the dash cars followed by fast time then second fast and the remaining field.

## **DUTIES OF TRACK OFFICIALS**

### **DIRECTOR OF COMPETITION**

1. Set race program
2. Conducts driver meetings
3. Responsible for the setting and issuing of fines and penalties
4. Set curfews and maintain fuel lap counts
5. Decide in accordance with the promoter, on major suspension and peace-bond penalties.

### **PIT MANAGER**

1. In charge of number draw
2. In charge of posting line ups
3. Responsible for line up changes before cars take the track
4. Responsible for staging cars and notifying director of cars that are scratched from the program
5. Notifies scorer and track announcer of line up changes and updates pit board through mains.
6. Handle standard questions on format and assist competitors in contacting track officials when necessary.

### **SCORER/TIMER**

1. Responsible for timing qualifying and establishes official finishing order.
2. Responsible for official finish of all races.
3. Advises track officials of cars involved in two-charged yellows and help track fuel lap totals.
4. Has the final word of the finish of all races. With the exception of penalties assessed by the director of competition that affect the finishing order

### **TECHNICAL INSPECTOR**

1. Responsible for sound level readings
2. Report rule violations to director.
3. Perform random checks for required safety equipment
4. Performs technical inspections on all cars to confirm adherence to stated rules.
5. Performs or supervises protest tear downs and random fuel checks.

EVERY OFFICIAL AT THE SPEEDWAY HAS THE AUTHORITY TO EXACT A FINE AGAINST A PARTICIPANT FOR ABUSIVE LANGUAGE, UNSPORTSMANLIKE CONDUCT OR ANY PHYSICAL CONTACT. ALL OFFICIALS ARE AT THE TRACK TO HELP CONDUCT A SAFE AND PROFESSIONAL OPERATION BY BOTH THE RACE AND THE RACE FAN. ANY ABUSE, BE IT VERBAL OR PHYSICAL, WILL NOT BE TOLERATED AND WILL RESULT IN A FINE, SUSPENSION OR EXPULSION FROM RACING OR ATTENDANCE PRIVILEGES AT THIS FACILITY.



HANDY RACING PROMOTIONS, INC.

100 So. Harding Blvd., Suite #3 | Roseville, California 95678

Phone: (916) 969-7484 | Fax: (916) 783-7223

[www.goldenstatechallengeseries.com](http://www.goldenstatechallengeseries.com) | [www.handyracingpromotions.com](http://www.handyracingpromotions.com)