

Western ND Sprint Car Rule Book

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2015 Western ND Sprint Car RULES

General Rules:

Western ND Sprint Cars reserves the right to add to, delete, supersede, or modify any rules, exhibits or drawings deemed necessary for the betterment and/or safety of racing. All amendments are effective immediately regardless of when a person subject to the rules receives actual notice.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or officials. The competition director shall be empowered to impose any further restrictions that in his/her opinion, do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM.** Any interpretation of, or deviation from these rules is left to the discretion of the officials. **The Western ND Sprint Car OFFICIALS DECISION IS FINAL.**

Use of Recreational Vehicles:

The Association, by and through its membership hereby adopts and implements the following rule as it applies to All-terrain-vehicles (ATV), Utility Vehicles (UV), Motorcycles or any other vehicle described as a "recreational vehicle: a) It shall be impermissible for any race car driver, team member or any other individual associated with Western ND Sprint Cars or any race team competing in a Western ND Sprint Cars sponsored or sanctioned event to operate or ride upon and any All-terrain-vehicles(ATV), Utility Vehicles (UV), Motorcycles or any other vehicle described as a "recreational vehicle" unless such use is for official race-related activity only. B) Any person who violates this rule shall be subject to a fine of fifty dollars.(\$50.00).

Motors:

410 cubic inch limit on the engine. Any 360 or 305 engine is also allowed. If found with an illegal engine, you will be suspended for two weeks. No titanium rods and crank, you must have a 1" inspection hole in the oil pan. Aluminum blocks are allowed. Methanol or other approved fuels only may be used. No fuel additives, including but not limited to nitro or nitrous oxide allowed. One exception to fuel additive is Upper Lube Lift. Crank triggers cannot be used. If crank trigger is installed on motor, adjustments cannot be made within drivers reach.

The Car:

The car must resemble a sprint car, engine directly in front of the driver. Maximum wheelbase of 90" No rudders, side foils or panels to extend beyond roll cage on any side; no wedges or foils underneath the car. The roll cage must extend above the driver's head with helmet on. Complete firewalls are MANDATORY between the driver and the engine. No aluminum frames allowed. A minimum of 0.120 wall is highly recommended on the frame and cage.

WINGS:

Wing Specifications (See Illustrations Below)

Top Wing: (see Illustration)

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- c) No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a one-inch wickerbill is allowed.
- d) Other than the slider mechanism, no moving parts allowed on or in foil structure.
- e) 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 ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)
- f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ 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.
- g) 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.

Front Wing: (see Illustration)

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes allowed.
- c) Wicker bills up to 1-inch are allowed on nose wing, flat or dished.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) 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.
- f) Center Foil must be one piece. No split or bi-wings will be allowed.
- g) 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.
- h) 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.
- i) No moving parts allowed on or in foil structure.

j) 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 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print 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).

k) 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.

l) No rudders or fins on Front Wings.

Side Board Panels

a) All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.

b) Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used.

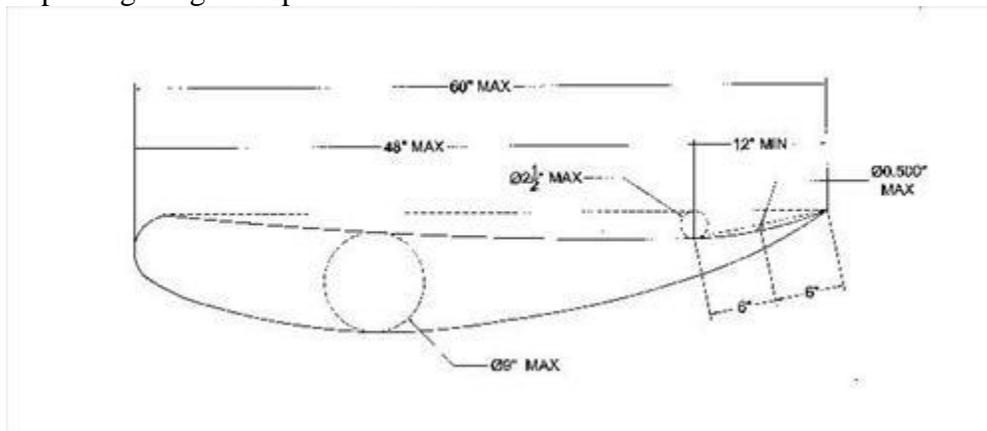
c) No aero section side panel brace material allowed.

d) No brace or support shall resemble a wicker bill or a split wing.

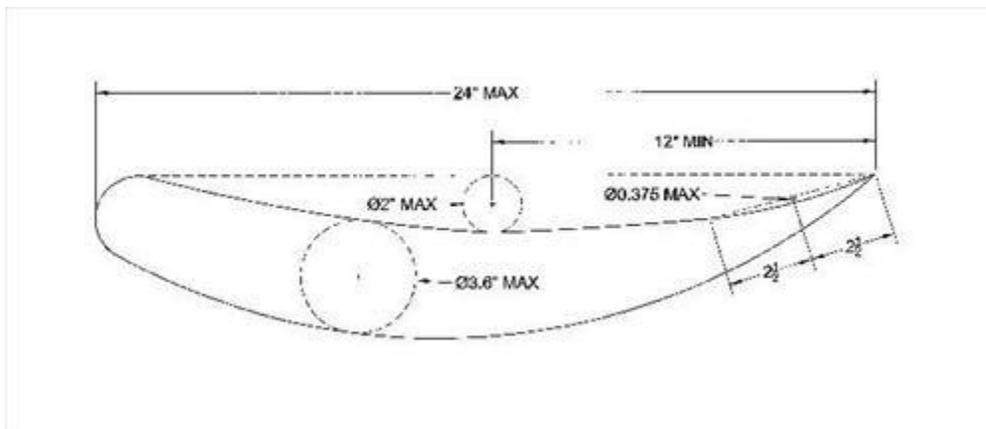
Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.

Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

Top Wing Diagram/Specifications



Nose Wing Diagram/Specification



Fuel Cell:

Fuel cell with bladders is required. Fuel injection or carburetors only.
There must be at least two working brakes.

Exhaust System:

It is mandatory for the exhaust system to be equipped with a noise suppressor of some type so as not to exceed a decibel level of 100 decibels at 100 feet for tracks that require mufflers. However, where local track restrictions or governmental ordinances require a lower decibel level, then it is mandatory for the exhaust system to be equipped with a muffler as not to exceed that lower decibel level. In all cases, the decibel level should be measured at racing speed or RPM and shall not be exceeded anywhere around the track. No modifications or altering of factory mufflers. NO cutting mufflers in half and mounting half on each side. Suggested mufflers to use: Shoenfeld, Super Trapp 5A Shorty, Flowmaster, Howe, and Lobaks.

Additional Provisions:

A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. This kill switch must be clearly marked "off" and "on". No mirrors or radios of any kind are allowed at any time. All cars MUST be equipped with a quick disconnect steering wheel.

Minimum Weight:

360 Motors - After conclusion of the race the driver and car must weigh at least 1300 pounds.
410 Motors - After conclusion of the race the driver and car must weigh at least 1375 pounds.

Tire Rules:

Tires will be **OPEN** on all 4 corners for the 2016 season. The tire rule will be revisited on a yearly basis thereafter and adjustments may be made.

Tire Prep: Doping tires is prohibited.

Traction Control:

Traction control is prohibited.

ZERO POINTS AND ZERO PAY (Your Check for the event will be made payable to Western ND Sprint Cars) FOR ANYONE FOUND GUILTY OF USING TIRE PREP OR TRACTION CONTROL.

Safety Provisions:

Fire suits are required. Fire proof shoes and gloves are highly recommended. All items must be in good repair. Require two layers, recommended three layers and recommended one piece suits. Highly recommended headrest, roll bar padding. Seats must be mounted securely to the roll cage of the frame in an approved manner. Rock screens are highly recommended in front of the driver's area.

Steel brake lines highly recommended.

Must have mandatory safety nylon strap or loop on torque tube.

Angel toes mandatory (Toe loop on the throttle).

Conduct:

Driver Responsibility

The driver is responsible for the actions of his pit crew in all respects. The area around your car shall be considered sacred, anyone causing a disturbance in that area will be dealt with. The driver shall be the sole spokesperson for his/her car owner and pit crew in any and all matters, and must talk with the chief track official in charge regarding their conduct or behavior.

Fighting or Disturbances

Any driver or crew member directly involved with any fighting or misconduct at any event, on the race track, in the pits, or on the track premises, may be fined up to \$500.00, may be suspended from all events for two weeks from date of infraction and may forfeit all points to the date of infraction and all prize money earned for the event. This includes drivers going over to cars on the race track in a fit of anger. If the fine is imposed, it must be paid prior to next Western ND Sprint Cars event.

Assault/Abuse of Officials

No driver or crew member shall subject any track official, track employee or sponsor to any abusive or improper language at any time. Any driver who gets out of his/her care car, or assaults or threatens any track official, track employee, sponsor, driver or anyone may be suspended for up to two weeks from the date of infraction and may be fined up to \$500.00 and shall forfeit all points and all prize money for the event. Prize money goes to Western ND Sprint Cars.

Alcoholic Beverages

No beer or alcoholic beverages will be allowed to be consumed in the pit area until the entire program for all divisions is completed. If a driver or pit crew member is caught drinking in the pit area before the entire program is completed, he/she shall be immediately ejected from the race track premises and shall be subject to a mandatory fine of not less than \$100.00 and not more than \$500.00.

Drug Policy:

Illegal Drugs, Definition – Illegal drugs are those substances or drug substances defined and prohibited by state and/or federal laws.

General Prohibition:

Possession or use of illegal drugs or drug substances, as defined above is prohibited in any form, by any participant, either on the Speedway grounds, or in any area considered to be used in the operation of the Speedway, such as parking lots or leased properties. Western ND Sprint Cars will have the right to administer random drug testing as they feel needed.

Participant Definition:

A participant is any person taking part in any event at a track in any form, including but not limited to drivers, car owners, mechanics, crew members, sponsors, track officials or pit area observers. All such persons shall be considered public figures who have by their own choice become involved in auto racing events with Western ND Sprint Cars, with the full understanding that he/she must abide by the rules and regulations established and published or announced by Western ND Sprint Cars. All participants are considered to be responsible for their personal conduct.

Specific Prohibition, Violations and Penalties

Any person who is:

1. Found to be in possession of, or under the influence of an illegal drug or drug substance on the Speedway property or
2. Arrested by duly constituted authorities and charged with possession and/or use of illegal drugs or drug substances, regardless of whether offense occurred on or off the speedway property or
3. Formally charged by a court of law with an illegal drug violation, regardless of whether the offense occurred on or off the Speedway property, shall be subject to the following penalties by Western ND Sprint Cars:
 - a. Suspension from competition and eviction from all Western ND Sprint Cars events and denial of further entry to events for a period to be determined by Western ND Sprint Cars officials.
 - b. Any participant who is formally charged by a court of law with an illegal drug violation, regardless of the level of offense, upon Western ND Sprint Cars being so advised, shall be suspended from all forms of participation of events until such time as the charges are fully adjudicated through the legal process.
 - c. Any participant convicted of an illegal drug violation, regardless of the level of offense by a court of law shall be prohibited from taking part in any event for a minimum period of 1 year from the date of conviction.
 - d. In addition, during any suspension imposed above, all point fund money, including all contingency awards shall be forfeited if the participant is convicted of the charges.

Appeal and Hearing

Any participant suspended for violation of these rules will be granted an appeal hearing by a board of officials designated by Western ND Sprint Cars provided the suspended participant requests such a hearing, in writing within 14 calendar days of the date of suspension. It is the responsibility of the suspended participant to make such a request for a hearing.

Reinstatements:

A participant suspended for violation of these rules, except in the case of persons charged with selling drugs may as the result of a decision reached through the appeal and hearing process, be reinstated if: In the case of drug use, it is mutually agreed that the participant, at his/her own expense will produce documentation from a physician licensed with the state, certifying that he/she is drug independent, as a result of random and periodic examinations and urinalysis testing, mat at the request of Western ND Sprint Cars. In the case of drug possession, that the participant produces evidence, satisfactory to the hearing panel that he/she was not in possession of illegal drugs.

Prescribed Drugs:

If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry. Failure to so notify will subject the participant to penalties as prescribed above.

Probation:

All fines and suspensions will automatically carry a one year from date of infraction probationary period.

Duration of Penalties:

All penalties will cover through the entire race season and cover all events.

Race Procedures:

A race may be stopped at the discretion of the starter of officials at any time they consider it dangerous or unsafe to continue.

Registration:

All Teams are responsible for registering their cars. Registration cut off is 45 min before the scheduled start of the race. After that time you start at the rear. Any driver missing the draw will start tail end of the last heat and will not receive any passing points for that event.

Push Starts:

All cars receive one push start, any additional re-pushes while on the race surface results in starting at the rear of the field.

False Start:

If a car moves out of position or jumps, before the green flag is thrown, the race may be yellow flagged and a miss start declared, putting the driver and/or drivers involved back two rows. If they do it again, then they will be put to the rear of the field.

Line Up:

If a car is unable to start the race, all cars behind that car's position will advance one position.

Cars entering the track on the parade lap will start at the rear of the field, regardless of their qualifying position.

Restart Rules:

When a race is stopped after the completion of at least one lap, cars shall be lined up in the order in which they were running at the completion of the last full lap before being stopped. The cars causing the stoppage shall start at the rear of the lap they were on. Any car that stops for ANY reason goes to the rear of the lap they were on - NO EXCEPTIONS!

All cars will stay in a single file nose to tail until they have passed the cone. As you approach the flag stand, the flagman will give the leader a one lap to go signal. The leader must pick up the pace as he approaches turn three, when the leader has reached the cone, he may accelerate to full racing speed and each and every car behind him may do so also, but cannot pass the car ahead of them until they have passed the cone. At no time will the leader slow down prior to the cone or he will be sent to the tail end.

Causing Two Stoppages:

If a car caused two stoppages (yellow or red flags) in the same race, the car will be sent to the pits.

Driver Changes:

The driver who qualifies the car must start the race to receive points. No driver changes are allowed during a race. If you get hurt, another driver can run your car, but must qualify it. If there are no further qualifying events, your car will start at the rear of the B-Main. If no B-Main is run that evening, your car will start at the rear of the feature if the field is not full.

A driver may qualify only one car in a class. In the event of a wreck in practice, the driver will be allowed to qualify another car provided that the car has not yet been qualified. Points will go to that car.

Tire Changing Rule:

Tire changing will be allowed in the B-Main and Feature only. Any driver in need of a tire change will receive **three minutes** to change a tire by entering the tire changing area by any means on a yellow flag.

If you stop on the track to cause your own yellow, because of a flat tire, **you do not get three minutes**, however, you may change it in the tire change area, but the car must be back out on the track before the pace car leaves the track.

If you enter the tire change area for any reason, you will re-start at the rear of the lap you are on. You must be back on the track before the pace car leaves the track. The flagman

will wait for no one. If you enter the pits on a green flag you will be disqualified. If you enter or re-enter the track on a green flag, you will be disqualified.

Fuel Stops:

Fuel stops will only be made in the event of extended caution periods where the race is extended beyond reason. Put enough fuel on to run the whole race! A fuel stop will at the discretion of Western ND Sprint Cars officials.

Flag Procedures:

Green Flag - The race is officially started when the first green flag has been given. If you spin out after the green flag drops but before the first lap is complete, you will go to the rear of the field.

Checkered Flag - The race has officially ended and all cars must pass underneath the checkered flag for it to be scored on the last lap. If a yellow or red flag comes out during the white flag lap, the track will be cleared and the race will be re-started with the green flag, then White, and Checkered. In the event of a yellow or red flag after the lead car has received the white flag, the race will restart if the cars involved in the accident have not taken the white flag. In the event that the cars involved in the accident have taken the white flag, they will be scored as the last car on the lead lap. If a yellow or red flag comes out after the leader has taken the checkered flag, the race is over.

Red Flag – Stop immediately, Drivers are hereby instructed NOT TO PASS THE SCENE OF AN ACCIDENT OR THE PATH OF THE SAFETY CREW. Any driver passing the accident or the path of the safety crew will be sent to the pits for the remainder of that event. THERE WILL BE NO GEAR CHANGING ON A RED FLAG THERE WILL BE NO FLUIDS ALLOWED ON THE TRACK OR TO BE ADDED TO A CAR ON A RED FLAG. You may go to the tire change area on a red flag, but will re-start at the rear of the field. All drivers must be ready to race one minute from the time the red flag is replaced by the yellow flag. If you are not race ready, you will re-start at the rear of the field.

Yellow Flag - Proceed with caution, the track may not be clear, or a restart is needed. Continuing to race after you have seen the yellow may cause you to be sent tail end. Stopping for any reason other than safety reasons will cause you to be sent tail end. Any driver causing a yellow flag at anytime - even in the first lap - will be sent tail end of the lap you are on. Any driver causing two yellow flags at any time - even on the first lap - will be sent to the pits. Stopping for any reason on a yellow flag will cause you to start tail end of the lap you are on. Example: You cause a yellow, you are on the lead lap, you line up ahead of the lapped cars. You are down one lap, you line up ahead of the cars two laps down.

Line Up After A Caution - All lapped cars will receive one lap back per caution, and will line up one lap down, two laps down etc. behind the cars on the lead lap. Example: A car one lap down will now be on the lead lap and a car two laps down will now be one lap down. Two or three laps later another caution comes out, the cars that were originally two laps down are now on the lead lap and the cars that were three laps down are now one lap down.

Blue Flag w/ Yellow Line - This is the move over flag. It is to make you aware that faster traffic is about to overtake you. You must hold your position on the track.

Black Flag - This means that you have been disqualified from the race. Any driver ignoring the flagman, or causing an un-safe situation may be black-flagged. You must leave the track in a safe manor, as quickly as possible. Any car being lapped consistently by the field may be black-flagged at the flagman's discretion.

Heat Races:

The car count at the close of the draw will determine the number of heats to be run. Heats will be 10 laps. Heats will not be larger than 10 cars or fewer than 6 cars when possible. 10 - 20 cars will allow for 2 heats, 21 - 30 cars will allow for 3 heats, with 31 or more allowing for 4 heats. The Western ND Sprint Cars A Competition Director or Western ND Sprint Cars official will be responsible for the final decision regarding the number of heat races to be run. The heats will be lined straight up, according to the draw. Low number will start on the pole of heat 1, next low number starting on the pole of heat 2, etc. filling the line-up until all cars are accounted for. Cars will be scored by the line up on the last parade lap.

B-Main:

When the car count exceeds 24 cars, a B-Main will be run. Those cars not qualifying through their heats must qualify through the B-Main event. The B-Main will be lined straight up according to the finish from the heat events. The driver with the highest finish will start on the pole. The top 4 finishers in the B-Main will line straight up, filling the remaining 4 places in the A-Main. The B-Main will be 12 laps.

A-Main/Feature:

The Feature event will be 25 laps consisting of no more than 24 cars, unless otherwise determined by the competition director prior to the start of the heat races.

Feature Line Up: Straight Up

The Feature event will be lined according to passing points from the heat races. When a B-Main is run, the four transferring cars will fill the remaining 4 positions according to their finish in the B-Main event.