

ENGINE PRO SPRINTS ON DIRT PRESENTED BY ARP 2016 TITLE SPONSORSHIP ANNOUNCED



Scott Overlund, Sales and Marketing Manager, The Perfit Corporation / Engine Pro, has released the following statement: "Engine Pro is proud to announce that we will be the title sponsor for the Sprints on Dirt series once again for 2016. It's easy to support and stay involved with SOD due to their professionalism and the quality racers within the series. The 2016 season should be very exciting with the new format. There is a bright future ahead for SOD and that will be beneficial to the racers, to Engine Pro, to the tracks, and to the motorsports partners we bring into the series. ARP will once again be the presenting sponsor for the 2016 Engine Pro Sprints on Dirt."

Engine Pro Sprints on Dirt presented by ARP is proud to continue representing Engine Pro and ARP. While the dust is barely settling from the 2015 season, SoD is busy racing into the future and announcements regarding the 2015 banquet, 2016 SoD unlimited sprint car rules, and the 2016 SoD schedule will be released soon. You can come along for the ride at Sprints on Dirt on Facebook and @Sprints on Dirt on Twitter. For more information, you can contact SoD at director@sprintsondirt.com or 734.309.RACE.

FAQ #2: 2016 SoD rules – car weight



QUESTION #1 – Is it true that SoD does not have a specific weight requirement for 2016?

Yes.

QUESTION #2 – So unsafe cars will be allowed to race with SoD?

No. SoD rules emphasize safety, and do more to ensure safety than rules of most other tracks and organizations.

While many people assume that a lightweight car must be unsafe, very few give a second thought to a car that is over a required weight limit. Weight limits, however, are based on cost control, not safety. 1,475 pounds, 1,500 pounds or whatever weight is just an arbitrary number that in no way insinuates that a car at or above that weight is safer than one below.

QUESTION #3 – Was this rule put in place just so SoD wouldn't have to weigh cars?

No. Actually, more cars will be weighed in 2016 than have been in a while. Cars will be weighed for the purpose of

evaluating car safety as well as the effectiveness of SoD rules.

QUESTION #4 – I hope we don't go back to the days of Swiss cheese seats and cut out torsion tubes, and cross members.

Any unsafe condition discovered by SoD that cannot be eliminated on the spot will result in the car not being allowed to race and possibly banned.

QUESTION #5 – So I can build a 1,000 pound car to race with SoD?

If the car conforms to all SoD requirements. Cars will be weighed and it is the car owner's responsibility to prove their car is safe. If safety is questionable for any reason, the car may be banned and the owner may be required to provide SoD with a conformance, safety, and liability affidavit before the car can compete with SoD.

FAQ #1: SoD's place in the world of sprint car racing

SoD's rules for 2016 are a drastic change from what people are used to. In order to help people understand them better, we are starting a series of frequently asked questions (FAQ) posts with each one focusing on a single topic. This post, FAQ #1, focuses on how the new SoD fits into the world of sprint car racing.

QUESTION #1 – How is SoD different?

SoD calls their new format an unlimited sprint car class. To avoid confusion, we consider groups like the All Stars and World of Outlaws, who visit our area from time to time, as ultimate sprint cars. We are pleased that sprint car fans in our area have an opportunity to see these great groups in action.

SoD's focus is on Michigan tracks and tracks not too far out of state. Our unlimited sprints focus on a certain level of performance restriction without sacrificing the "look and feel" of real winged sprint car racing and at a fraction of the cost of ultimate sprint cars for competitors, promoters, and race fans. The ultimate organizations cover a much broader area and are the undisputed top-line, fastest sprint cars found anywhere.

QUESTION #2 – How does SoD fit in with current sprint car classes and organizations?

SoD's new format completely shatters the current practice of identifying sprint cars by their engine size, typically 305, 360, or 410. It is no secret that a consistent full field of cars is a challenge for most tracks and organizations. SoD's new format allows almost any sprint car running anywhere to race in SoD events.

QUESTION #3 – Will SoD compete with organizations like the All Star Circuit of Champions and the World of Outlaws?

No, SoD does not attempt to replace or compete with ASCoC or WoO, but to complement them. Promoters in our region can partner with SoD to:

- 1. Promote their upcoming ultimate sprint car shows,*
- 2. Try out a sprint car show before deciding whether or not to schedule the much higher cost, ultimate sprint car shows. Promoters who do not run regular sprint shows now have the opportunity to run a SoD show and get a good car count since no one is excluded.*

3. *Run sprint cars when they cannot realistically afford the cost of ultimate sprint car shows.*

QUESTION #4 – What about tracks running weekly sprint shows?

It is in SoD's best interest to help promoters build and maintain healthy sprint car programs that offer race fans full fields of cars and exciting racing. Promoters already running a weekly sprint program can run a SoD show as a special event without the worry of excluding regular competitors.

Some promoters will see the advantages of the SoD format and adopt it for their own tracks. This would provide an opportunity to create a healthy rivalry by scheduling SoD shows too.

QUESTION #5 – And tracks that do not run weekly sprint shows?

Promoters who do not run regular sprint shows now have the opportunity to run a SoD show and get a full field of cars since virtually no sprint car is excluded.

NEXT FAQ – Car weight.

Questions?

Email director@sprintsondirt.com

SPRINTS ON DIRT GOES UNLIMITED IN 2016

After three years of planning, Sprints on Dirt is excited to announce dramatic new 2016 rules that may be destined to shake up the entire sprint car racing world! To sum up the major points of Sprints on Dirt's 2016 rule book:

- No engine rules.
- No weight rule.
- Cars must maintain the appearance of a current conventional sprint car.
- Single right rear and single left rear spec tires.
- Current wing rules to avoid increased wing costs.
- Safety rules will, of course, remain in place.

Virtually any sprint car racing anywhere today will be legal to race with SoD in 2016. Beyond that, any engine will be legal! The door will also be opened to utilize equipment currently not being raced. The emphasis will be on driver and mechanic skill, not astronomical budgets and state-of-the-art equipment.

Controlling costs is a concern at every level in any type of racing. For several years SoD, as a headline series, has been in compliance with numerous 360 cubic inch sprint car organizations by adhering to ASCS rules. However, 2015 ASCS changes and pending future changes make this approach unrealistic and problematic. Although ASCS announced yesterday that they were forgoing the aluminum block allowance for 2016, it makes little or no difference. Our dilemma became how to abandon these rules while not becoming an isolated, one of a kind restricted organization; SoD has found a way.

The SoD approach is simple; less is better; decrease rules and restrictions to an absolute minimum and exclude no one from racing with SoD. New spec right rear and left rear tires, both

built specifically to meet our requirements will limit the impact of expensive horsepower while enhancing competition. The new tires maintain the traditional sprint car look. Testing of the tire package has been very successful.

WHO WINS? EVERYONE!

SoD's goals for racers are:

- An opportunity to utilize equipment that may not be practical or legal now.
- Decrease the cost to be competitive considerably with the right racer and mechanic skills.
- Allow visiting racers to race with SoD with no more changes to their home-legal cars than they now make from one track to another.
- Help regular competitors who experience engine failures to return to competition at a lower cost and in less time than now.
- Make it easy for new competitors to race with SoD regardless of the motor they have. Any motor, legal anywhere else or not, will be legal with SoD.
- Through increased interest, increase sponsorship opportunities for SoD competitors.

SoD's goals for race fans are:

- To present more exciting races.
- Have closer competition.
- Increase the number cars.

SoD's goals for parts businesses, distributors and retailers alike are:

- For a greater number of automotive parts manufacturers will see a new market open.
- More opportunities to increase business through this new approach to sprint car racing.
- Make sponsorships of SoD, its partner tracks, and competitors more beneficial.
- Provide the potential of increased sales to racing fans and

racers alike.

SoD's goals for track promoters are:

- More fan interest.
- Larger fields of cars.
- Closer competition.
- Greater promotional opportunities.
- For tracks currently running a sprint car class regularly, their regular competitors will no longer be excluded from the track's SoD shows due to rules.

From its inception over 35 years ago, Sprints on Dirt has been a leader and innovator. Several things commonplace in sprint car racing today were originated by SoD. It is a good bet that this will be another one. We are determined to ensure that sprint car racing not only survives, but prospers and grows.

Sprints on Dirt welcomes open dialogue with competitors, tracks, and organizations interested in the revolution!

**Ruhl wins Olrich Memorial,
Dalman wins Championship,
Pitts wins Short Track
Challenge**



Crystal, Mi (Sept. 5th 2015)- Ryan Ruhl captured the 25 lap Engine Pro, Sprints On Dirt, presented by ARP "Mike Olrich Memorial" at Crystal Motor Speedway Saturday in front of a packed house. Gregg Dalman became the series 2015 Champion after his 11th place finish tonight and Kyle Pitts captured the Short Track Challenge championship following his 5th place finish.

The "Mike Olrich Memorial" was originally set for July but suffered a rainout, therefore the event recalling the very popular former series director was made up on the Labor Day weekend visit to the 1/3 mile facility.

Craig Karazim would start on the pole of the feature with Kyle Pitts along side. Pitts led at the green with 3rd starting Ryan Ruhl quickly disposing of Karazim and setting his sights on Pitts. Pitts managed to hold Ruhl at bay for several laps but lap 10 saw Ruhl go low, pulling even with Pitts with the duo running side by side for two laps until Ruhl completed the pass and took command. Max Stambaugh in the #17 was now pressuring Pitts and moved into 2nd.

With less than five laps remaining, Ruhl encountered heavy lapped traffic. Stambaugh pounced and wrestled the lead away but Ruhl was strong and drove back around Stambaugh. 16th

starting Dustin Daggett had advanced to third just as laps were running out. As the checkers waved, Ruhl drove under them followed by Stambaugh, Daggett, Kyle Sauder and Pitts.

A nice field 27 strong, saw heats won by Buckeyes Sauder, Stambaugh, Devon Dobie and John Gall. Troy Chehowski picked up the B main win.

Engine Pro Sprints on Dirt presented by ARP

Mike Olrich Memorial

Crystal Motor Speedway

Crystal, MI

Saturday September 5, 2015

Comp Cams / Lane Automotive Heat Race #1 (8 Laps): 1. 83 – Kyle Sauder, 2. 16 – Ryan Ruhl, 3. 11R – Chase Ridenour, 4. 1A – Mark Aldrich, 5. 89 – Chris Pobanz, 6. 23G – Joe Geibe, 7. 50B – Mike Burns. (Top four finishers transferred to the A-Main)

Kistler Racing Products Heat Race #2 (8 Laps): 1. 17H – Max Stambaugh, 2. 4 – Craig Karazim, 3. 22M – Dan McCarron, 4. 49T – Gregg Dalman, 5. 21T – Troy Chehowski, 6. 20A – Andy Chehowski, 7. 2T – Ralph Brakenberry. (Top four finishers transferred to the A-Main)

Allstar Performance / Engler Machine and Tool Heat Race #3 (8 Laps): 1. 23 – Devon Dobie, 2. 7K – Kyle Pitts, 3. 27 – Brad Lamberson, 4. 19 – Brett Mann, 5. 7 – Nic Rogers, 6. 47 – Brian Smith, 7. 3 – Tank Brakenberry. (Top four finishers transferred to the A-Main)

Hoosier Tire Heat Race #4 (8 Laps): 1. 81 – John Gall, 2. 84 – Kyle Poortenta, 3. 11G – Luke Griffith, 4. 2M – Dustin Daggett, 5. 46 – Robert Huisken. DNS: 31 – Andy Teunessen. (Top four finishers transferred to the A-Main)

B-Main (10 Laps): 1. 21T – Troy Chehowski, 2. 89 – Chris Pobanz, 3. 47 – Eric Smith, 4. 7 – Nic Rogers, 5. 20A – Andy

Chehowski, 6. 23G – Joe Geibe, 7. 50B – Mike Burns, 8. 46 – Robert Huisken, 9. 3T – Tank Brakenberry, 10. 2T – Ralph Brakenberry.

A-Main (25 Laps): 1. 16 – Ryan Ruhl, 2. 17H – Max Stambaugh, 3. 2M – Dustin Daggett, 4. 83 – Kyle Sauder, 5. 7K – Kyle Pitts, 6. 11R – Chase Ridenour, 7. 4 – Craig Karazim, 8. 23 – Devon Dobie, 9. 22M – Dan McCarron, 10. 19 – Brett Mann, 11. 49T – Gregg Dalman, 12. 11G – Luke Griffith, 13. 7 – Nic Rogers, 14. 1A – Mark Aldrich, 15. 21T – Troy Chehowski, 16. 89 – Chris Pobanz, 17. 27 – Brad Lamberson, 18. 84 – Kyle Poortenga, 19. 81 – John Gall, 20. 47 – Brian Smith.