



Sprints on Dirt

2015 Rule Book

Sprints on Dirt will hereafter be referred to as SOD.

All rule additions and changes are identified by bold, underlined text.

Rule Book Disclaimer

These rules 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 participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

1. General

1.1. Raceceiver one-way radios are mandatory at all SOD events. No two-way radios allowed.

1.2. Previous racing experience is required for drivers under 16 years of age. Drivers under 16 years of age must seek approval from SOD prior to competing. Drivers under 18 years of age must have a notarized parental consent form signed by parents or legal guardians.

1.3. No earnings will be issued until required W-9 tax forms are completed and returned to SOD. Drivers are considered an independent contractor and as such are responsible for all charges and taxes on any funds received from SOD.

1.4. All cars are subject to inspection at any time. SOD reserves the right to refuse entry to any car or driver.

1.5. No alcoholic beverages will be consumed by drivers or their pit crew at any time prior to or during an event. Use, sale or distribution of illegal drugs at anytime shall be cause for immediate suspension. Participation by a team member in either activity will result in disqualification with all points and earning being forfeited to the year end points fund.

1.6. The driver is the sole spokesperson for the race team and is responsible for their actions. Any drivers or crewmembers fighting will result in disqualification for that team and all points and moneys for that evening will be forfeited. Striking an official will result in disqualification for the evening, loss of membership, forfeiture of all points and moneys for that evening, and up to a one-year suspension.

1.7. Verbal abuse or inappropriate behavior will not be tolerated. No warning will be given. If violated, the team may be disqualified with all points and/or money forfeited for that night. Other penalties may be applied depending on specific situation.

1.8. Car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his/her qualifying heat race.

1.9. Race teams will collect earnings within 20 minutes of the completion of the A-main unless prior arrangements are made. Failure to collect the night of the race will forfeit all earnings to the year end points fund.

2. Safety Equipment

2.1. Flame retardant driver suit, gloves, socks, underwear (unless 3 layer suit is utilized), and shoes are required. A head and neck support or restraint system is mandatory. Approved racing, full-face helmet is mandatory. **Snell SA 2010 or Snell SA 2015** sticker mandatory. Driver must

wear helmet, driver suit, competition lap belts, shoulder harness, anti-sub strap and arm restraints, anytime car is started. Safety belts and arm restraints must be no more than **three** years old and contain unaltered SFI safety labels. Quick release steering wheel and right side cage net or headrest must be used. A five-pound fire extinguisher is mandatory in each pit.

3. Engine

3.1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6). No aluminum blocks. No Titanium in engines, excluding valves and valve retainers. No computer operated or controlled devices. Must be fuel injected.

3.2. Injectors: 2 3/16 inch (2.187 inch) maximum inside diameter of injector stack and at least 3 inches in length. Larger injectors may be used on all engines, but sleeves a minimum of 3 inches in length must be installed in stacks above the butterflies. No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting holes will be allowed. No throttle body or plenum type injectors allowed. No down nozzle injectors. One nozzle per cylinder for all engines.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. 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.

3.3. Spec Heads: **Brodirx heads, part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar),**

Chevy heads part # 27-211 with ASCS logo. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. 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 Brodirx.

Ford heads part # 27-223 with ASCS logo. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. 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 Brodirx. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping

of any type and intake to head angle must remain within 1 degree of stock. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head.

ASCS checking fixtures will be used by SOD officials to enforce specifications and dimensions.

Non Spec Chevy heads will be allowed, but must be 23 degree heads and have an unaltered ASCS intake-restricting gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with logo to top. The ASCS restrictor gasket must protrude a minimum of .150 inch into the roof line of both the injector port and the cylinder head port. The .150 inch protrusion must extend fully across the roof line of both the injector port and the cylinder head port. The .150 inch protrusion must extend fully across the roof line of the intake port in both the manifold and cylinder head. There shall be no streamlining or reshaping of intake ports or injectors to reduce the effect of the restrictor gasket. Non spec heads must have stock intake bolt location, and injector manifold is to be installed with stock 3/8 inch diameter bolts. No step studs or relocating bolt holes. You cannot enlarge or relocate restricting gasket bolt holes.

3.4. Penalty for altered spec head or altering gasket will be subject to suspension for one calendar year. Forfeit all points and money won during the race in which the infraction was found and subject to a \$500 fine that must be paid to SOD before reinstatement.

3.5. 305 cubic inch engines that meet Fremont (Ohio) Speedway and Attica (Ohio) Raceway Park rules are legal as is. Any car with a legal 305 engine must comply with all other SOD rules.

3.6. Oil pans must have an AN-16 or equivalent inspection plug, that when removed will provide direct access to the adjacent connecting rod. Oil pans without plug or direct access will be subject to pan removal at anytime.

4. Fuel

4.1. Methanol or Ethanol only. No nitro or additives of any kind allowed. Fuel is subject to be checked at anytime. If fuel is found illegal, driver and car will be disqualified and all points and money will be forfeited for that event. Driver or car owner will be responsible for any lab cost for fuel test.

4.2. Fuel tank: Fuel cell/tank and bladder are mandatory.

5. Car

5.1. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. 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. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches. No aluminum or titanium frames.

5.2. Triangular side panels on roll cage allowed within roll cage. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces are to extend beyond or underneath the racecar. Any body panel not meeting SOD specification must be removed.

5.3. 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".

5.4. Rear bumpers and nerf bars must be steel or stainless steel, min. 1" diameter, min. 0.65 thickness and bolted on. Nerf bars mandatory and must not extend beyond tires.

5.5. Front axle must be steel only. Axle tube must be one piece. 52" maximum width. No independent front or rear suspensions. Drag link rods must be attached to the frame with a tether strap.

5.6. Brake rotors must be steel, aluminum, or titanium.

5.7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline. All drivelines must be broken in the coupler or rear end slider, fully enclosed and contain no more than one U-joint or C-V joint. Steel driveline hoop or strap is mandatory.

5.8. Driver's seat must be bolted in with a minimum of four bolts. High back style seat is mandatory. Safety harness lap belt must be routed through the belt holes in the side of the seat.

5.9. Roll cage must have protective padding. Roll bar padding must cover upper part of roll cage on both sides, and behind the driver's head. Roll bar padding must also be placed on any bars near the driver's head. **Roll bar padding not required if a full containment style seat with padding on sides and back is used.**

5.10. Protective rock screen must be installed in front of driver, with no larger than 4" square (2" x 2") opening.

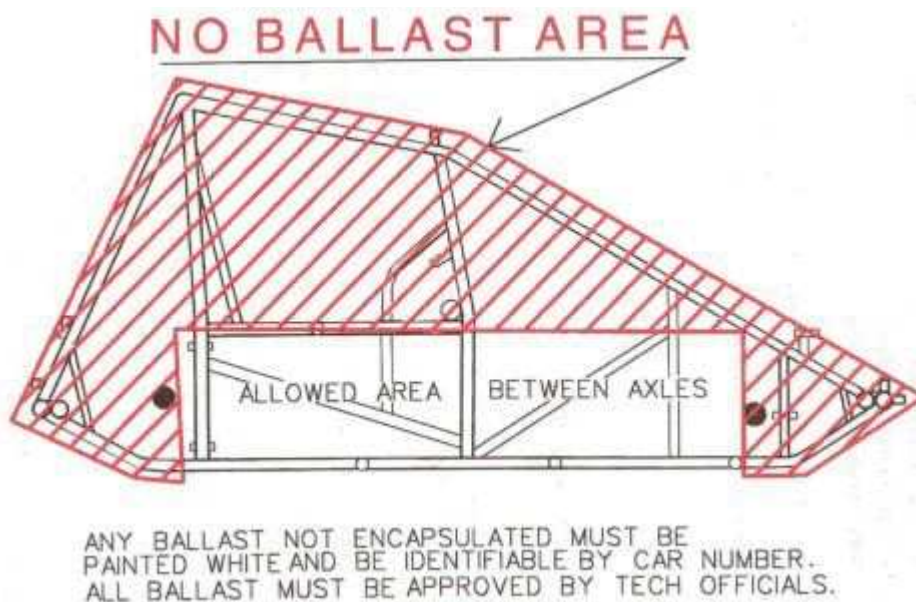
5.11. The right side cockpit opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

5.12. Unaltered mufflers are required at all tracks. All mufflers must be bolted, clamped or welded on header. If a muffler is lost during a racing event the car will be disqualified and scored last. SOD officials reserve the right to measure Db levels of any competing car to ensure muffler is working properly.

5.13. Other than wing slider no cockpit adjustable devices. This includes, but is not limited to brake bias, shocks, suspension and fuel.

5.14. Car numbers must be run on both sides of fuel cell, both sides of top wing and center of the top wing.

5.15. Minimum weight will be 1,475 pounds with driver, at the conclusion of the race. No weight allowance of any kind. 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. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



5.15.1. Weigh in procedures. A pre-determined number of cars from each event must weigh in immediately after the race. Failure to report directly to the scales after race will result in disqualification for that race and scored last. Excess mud will be removed before crossing scales. Any car not meeting 1,475 pounds with driver will be disqualified for that race, scored last and will start last in any further race that evening after the minimum weight has been met. Only two crew members plus the driver will be allowed in the scale area. Violation will result in disqualification.

5.16. No traction control devices of any kind allowed. This includes mechanical and electronic. No wheel speed sensors permitted. Violation of this rule will result in a year suspension. Teams may be required to disconnect tachometers at any time.

6. Wings

6.1. Top Wing: (see Illustration)

Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited. Other than the slider mechanism, no moving parts allowed on or in foil

structure. Wing must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wing.

6.2. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat. If flat, a one-inch wicker bill is allowed.

6.3. 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.)

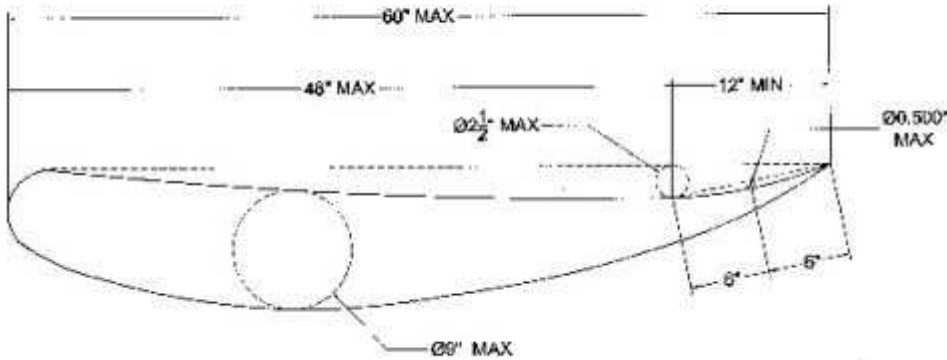
6.4. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will 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.

6.5. 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

6.6. All side board panels must be within an eight-degree plus or minus tolerance.

6.6.1. 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. No aero section side panel brace material allowed. No brace or support shall resemble a wicker bill or a split wing.

6.6.2. 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. The entire panel must remain perpendicular to the center foil. No bending the side panel and/or moving the braces to kick out the right side panel.



6.7. Front Wing: (see Illustration)

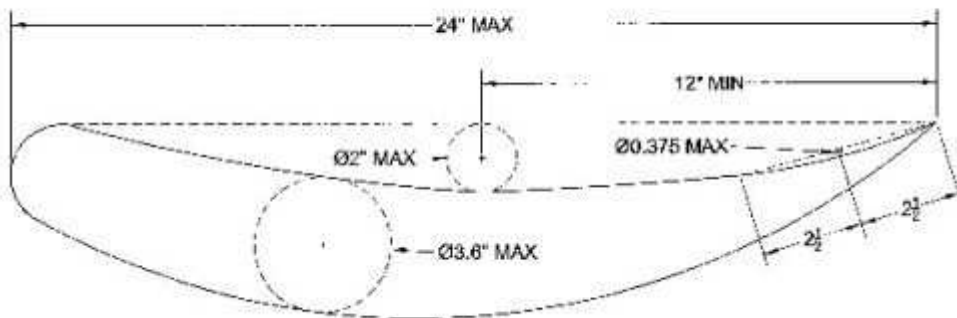
6.8 Front wing must be made of metal alloys, max. 6 sq ft, max. 36" wide, max. 12" side boards with 1/2" turn out on top & bottom of sideboards allowed.

6.9 A 1" wicker bill allowed on flat or dished front wings.

6.10 No split or bi-wings, gurney lips, rudders or any air flow altering devices allowed. Center Foil must be one piece. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wing.

6.11. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. The Front Wing must not extend beyond outside of front tires.

6.12. The Front Wing may not be cockpit adjustable. No moving parts allowed on or in foil structure.



7. Tires and Wheels

7.1. Right Rear Hoosier Racing Tire, **105 X 16.0** stamped Medium or **105 X 18.0 stamped** Hard. No tire preps or tire softeners allowed.

7.2. Only Hoosier Tires on all four corners of all cars.

7.3. Bead locks recommended on all wheels.

7.4. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.

8. Race Procedures

8.1. Push off. You are allowed only one push off per race. If you require a second push off, you go to the tail. After drivers have been called to line up for a race, all drivers must be ready for push off or will start at the tail. If belts come loose, driver must stop by an official to buckle up and will not be penalized.

8.2. Yellow flag. If you stop on the racetrack, you go to the tail. During yellow, no working on the car is allowed on the track or the car will be disqualified. Any car that stops twice on the track or is involved in two unassisted yellow or red flags will be black flagged.

Any car that does a 360 spin and does not bring out a yellow flag will continue to race where it falls in line. If the yellow does come out, the car will be charged with a yellow and re-start at the tail of the field and. The track flag person will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.

8.3. Red flag. Stop. Do not pass crash site. Cars that have ample time to stop, but still pass crash site and keep safety crews from reaching accident site in a timely manner will be disqualified for that race. SOD utilizes only "closed" red flags. On a closed red, crews will not be allowed on racing surface to work on cars. Violation of red flag procedures will result in a black flag. No red flag will be displayed for a fuel stop.

8.4. Black flag. If black flag is waved you are disqualified from that race and must return to pits. Failure to leave track will result in disqualification from all races for the remainder of the evening, and all points and moneys for that evening will be forfeited. Any car not running at reasonable racing speed may be subject to black flag for safety reasons. Any lapped car not able to keep a consistent racing line may be subject to black flag for safety reasons.

8.5. Starts: Starts will be at the white line in turn four. Pole sitter sets a moderate steady pace. Race starts when front row reaches the white line. Any car passing before the start of the race, or jumping the start will be charged with a yellow and will **be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event. If in the event**

that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row. Failure to acknowledge and comply with the “move back” signal will result in an instant disqualification from the racing event. NO WARNING will be given for false starts. Cars must be nose to tail when crossing the white line. Any car with excess space in front to try to get a jump will be called for a jumped start and penalized **two (2)** positions.

8.6. Lining up for restarts. Form a single file nose to tail line. Officials will correct the line up when received from the scorers. First lap restarts; inside or outside row will move straight up to fill a void for a missing car.

8.6.1. All lapped cars will go to tail of the field when a caution comes out during a feature. They will be lined up in their scored position behind all lead lap cars. This is for features only.

8.6.2. In the event that a car on the lead lap spins during a feature event and brings out a yellow, they will be placed at the tail of the lead lap cars, in front of the lapped cars.

8.7. Restarts will be at the cone at the start finish line. Cars must pass between cone and outside barrier of track. Leader of race has option to increase speed anywhere **between the restart lines in turn four** and must continue to accelerate past the cone. No passing before the cone, driving below or hitting the cone. Any car in violation will be charged with two positions per car passed, or two positions for hitting or driving under cone. If yellow must come out for the cone, car hitting cone will be charged with a yellow and must start at the tail.

8.8. Flat tire. You may ONLY change a tire in designated work area no fueling allowed; Designated work area will be announced at drivers meeting. When the one lap signal is displayed, cars will not be allowed to return to track. Any car changing or removing a tire for any reason will start at the tail.

8.9. A race is considered complete when the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag appears, the race is officially over and the finish will be scored as follows. Any car that crosses the finish line before the caution appears will be scored in the position they cross. Any car that does not cross before the caution or red flag will be scored in the same manner as a yellow/red flag restart.

8.10. Running below the tires or off the intended racing surface to pass another car will result in a penalty of two positions per car passed.

8.11. Any car not obeying an official will be black flagged and scored last for the event. This includes, but is not limited to, not getting in the proper position in a timely manner, stopping on the racing surface to dispute a decision, and excessive speed during yellow flag conditions.

8.12 All feature races that have a caution on last lap will be restarted with a green, then white, then checkered flag finish. There will be NO green and white flags waved together in a feature event, a yellow on last lap means two laps to go when race goes back to green.

9. Race Format

9.1. No Time Trials. Heat race lineup determined by pill draw. As each number is drawn for a car that number will be posted and this procedure will be repeated until a number has been drawn for each car that wishes to compete. The lowest number goes to the pole of the first heat race; the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc. If there are an uneven number of cars to equally distribute between heats, the last cars will be placed at the back of the lowest numbered heats. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races will determine the starting position for the balance of races scheduled.

9.2 Feature Line Up

- 1. Number of redraw cars from each heat race will be determined at each event. Redraw cars will draw for feature starting positions,**
- 2. Other feature qualifiers will line up in heat race finish order,**
- 3. Number of cars that transfer will be determined at each event,**
- 4. B-main qualifiers will line up in B-main finish order.**

9.3 Alternates will be taken to fill vacancies that occur from first nonqualified car. If an alternate is taken, the original qualified car will receive the alternate's pay. No alternate will be taken after the original green flag is displayed.

10. Memberships

10.1. There is a \$10 per car entry fee required for each member and **\$25** fee for non-members at each race event that will be deducted from each car at payoff.

10.2. Member must clearly display SOD series decal and all required sponsor decals at all SOD sanctioned races to be eligible to compete in and collect event points and year end points fund money and awards.

11. Rookie of the Year Award

11.1. Rookie candidates are a driver who has competed in no more than a total of six previous SOD races. The rookie driver who finishes highest in total points will determine rookie of the year.

GENERAL INFORMATION

1. This booklet contains the official rules and car specifications for all sanctioned events of the Sprints on Dirt. Any point not covered herein shall be resolved by SOD or their appointed representative.

2. All cars MUST display the official decals of major SOD sponsors; Engine Pro, ARP, Hoosier, or any other designated sponsors to be eligible for contingency and point fund. Drivers must be a member in good standing of SOD in order to qualify for point fund money. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge by SOD.
3. All drivers participating in an sanctioned event that purchase a membership from SOD at a cost of \$150 per year will receive an insurance policy from K & K, a \$5,000 accidental death & dismemberment, \$50,000 medical accident (with \$10,000 deductible or any available track insurance, whichever is higher, see policy for details). All drivers will be charged a maximum \$30 for pit passes at SOD events.
4. There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
5. In the event a two-day race is scheduled, the first day will be run with the same format as the second day with the exception that the first four finishing positions in the A Feature the first day will be locked in.
6. SOD points shall be awarded to drivers in accordance with the following schedule:

A FEATURE POINTS		
1. 150	9. 113	17. 96
2. 142	10. 110	18. 94
3. 135	11. 108	19. 92
4. 130	12. 106	20. 90
5. 125	13. 104	21. 89
6. 122	14. 102	22. 88
7. 119	15. 100	23. 87
8. 116	16. 98	24. 86

- 65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for “A” feature.
- SOD event cancellation policy: All full-time members in attendance (on site) with a purchased pit pass and their car, verified by SOD officials, at the time official pill draw **is closed**, will receive 50 appearance points.
- 50 points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in heat or feature action.