

2021 Rule Book

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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 agree to conform to these rules. All participants, spectators, and officials participating in any Sprints On Dirt event does so at their own free will and accepts all responsibility and liability for their own safety and well-being. No expressed or implied warranty of safety by Sprints On Dirt 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.

Sprints On Dirt will hereafter be referred to as SOD.

Changes/additions are shown as bold, underlined text like this.

1. General Specifications

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

1.2. Transponders: Westhold yellow transponders are mandatory at all SOD events. A driver may use their own transponder or rent one from SOD.

1.2.1. Transponder orientation: The best possible orientation of the transponders is shown below with the label side of the transponder facing the ground. It is important that the transponder has no metal or carbon fiber between it and the track surface; they will block the signal emanating from the transponder.

1.3. Minor drivers

1.3.1. 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 parental consent form signed by parent(s) or legal guardian(s).

1.3.2 It is the minor's parent(s) or legal guardian(s) responsibility to provide a separate waiver for each speedway the minor will race at. Each speedway may provide its own waiver form or SOD can provide a 1068 form.

1.3.3 If a parent or guardian does not attend SOD events and signs a waiver, a notarized 1068NS waiver form (available from SOD) must be submitted in advance.

1.3.4 Waiver forms must be submitted in color and cannot be folded or creased.

1.4. 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.

1.5. All cars are subject to inspection at any time. SOD reserves the right to refuse entry to any car or driver determined to be unsafe or not meeting SOD rules or the spirit and intentions of the SOD rules.

1.6. 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 any time 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.

1.7. 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 monies 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.

1.8. 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.

1.9. 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.

1.10. Race teams must 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.

Safety: Safety requirements include but are not limited to the following:

General car safety: At a minimum, competitors are bound to conform to all safety rules in this book and all current, universally accepted sprint car safety requirements. Proof of safety is the sole burden of the car owner, and only a SOD director can decide if a car conforms to safety requirements. If the safety of any car is determined to be questionable for any reason, that car may be banned from SOD races. See section 3.6.1 for reinstatement of a banned car.

Driver's seat: An approved full containment seat is mandatory. It is **STRONGLY RECOMMENDED** that the seat meets FIA and/or SFI specifications.

Seat mounting must be per manufacturer's recommendations.

The driver's left side head rest / helmet surround must extend at least 4" inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

An approved driver's cockpit net is mandatory for the left side if the helmet head rest / helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons, meet the SFI 37.1 specifications and be installed per the manufacturer's specifications.

A frame rear cross member or rear end bar should be mounted below the lowest part of the seat.

Personal safety equipment: Driver must wear helmet, driver suit, minimum five-point harness system, shoulder harness, anti-sub strap and arm restraints, anytime car is started.

Flame retardant driver suit, gloves, socks, underwear (unless 3-layer suit is utilized), and shoes are mandatory.

Approved racing, full-face helmet is mandatory; a Snell SA 2010 or Snell SA 2015 sticker is mandatory. It is recommended that helmets meet the Snell SA 2015 standard, although Snell SA 2010 helmets are still approved for use.

Five-point harness system and arm restraints must be no more than three years old and contain unaltered SFI safety labels.

2.3.45. Quick release steering wheel is mandatory.

2.3.5. A five-pound fire extinguisher is mandatory in each pit.

2.3.6 A head and neck restraint system is STRONGLY RECOMMENDED.

3. Car Specifications

3.1. Appearance: Car must maintain conventional sprint car appearance as determined by SOD officials.

3.2. Frame: Cage support bars per the below diagrams are required.

3.2.1 The left and right-side support bars do not have to be the same.

3.2.2 The support bars must be minimum 1.375" diameter X .083" ASTM4130 normalized steel or equivalent material.

3.3 Fuel tank: All cars must be equipped with a conventional tail tank and fuel cell/bladder.

3.4. Weight: Cars are weighed for the purpose of evaluating car safety (see section 2.1) and the effectiveness of SOD rules. 1400 pounds with driver minimum. Any competitor who refuses to have their car weighed when directed to do so will be disqualified, will lose all points and money for the race program, and the car may be banned. See section 3.6.1 for reinstatement of a banned car.

3.5. Car number:

3.5.1 Number must be prominently displayed on both sides of the fuel cell,

3.5.2 Number must be prominently displayed on both sides of the top wing.

3.5.3 Number on top of the center section of the top wing is strongly recommended. Any car without a large number, easily read by scorers, on the top of the center section of the top wing will forfeit the opportunity to question any scoring issues.

3.6. Electronic devices and battery-powered devices: Only the following devices are allowed:

Magneto ignition boxes

Tire Bleeders

Distributor ignition batteries

Tachometers

Raceceivers

Timing/scoring transponders

Helmet ventilation systems

Oil pressure and water temperature digital gauges and warning lights

Cameras

3.6.1. Traction control devices are not allowed.

3.6.2. Other devices are not allowed unless prior written approval has been given. Unapproved devices will be confiscated. This includes all devices that use any power such as batteries, internal power supplies, wind-up, etc.

3.7. Cockpit adjustable devices: Only a top wing slider is allowed.

3.7.1. Other devices including but not limited to brake bias, shocks, and suspension are not allowed unless prior written approval has been given. Unapproved devices will be confiscated.

3.8. Car conformance to the SOD rule book: All competitors are bound to conform to all SOD rules and the spirit and intentions of the rules. Proof of conformance is the sole burden of the car owner, and only a SOD director can decide if a car is in conformance. If conformance is determined to be questionable for any reason, that car may be banned from SOD races.

3.8.1. Reinstatement of a banned car: To be reinstated, a car owner must 1) Make changes to bring the car into conformance with all SOD rules and the spirit and intentions of the rules, 2) Schedule an appointment to have the car assessed by SOD, 3) Provide proof of conformance, 4) Get the car assessed by SOD, 5) Provide SOD with a conformance, safety, and liability affidavit. The SOD series director will decide if the car is reinstated.

Engine: No restrictions.

Mufflers: Unaltered mufflers or inserts are required at most 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.

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. A maximum 2 inches removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of SOD officials. Any such changes will be issued in writing prior to the event in which the change will be made. CHANGE

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 $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ 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 $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ 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 $2\frac{1}{2}$ inches. center foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

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. Bracing: 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. Sideboards: Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1 1/4" perpendicular to the sideboard x 1 1/4" from the rear of the sideboard forward. 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

7.1. Right Rear Tire: Hoosier Racing Tire H15/ H20, medium compound.

7.1. Left Rear Tire: Hoosier Racing Tire H12/H15 medium compound.

7.2 Front Tires: Hoosier Racing Tires only.

7.3. Must run Same R/R tire that is qualified on in heat race and feature. If you run the B-Main, you may run any tire. If you advance to the A-Main you must go back top your qualifying tire.

8. Race Procedures

8.1. Wheel packing: All cars are required to participate if the race track needs to be run in/wheel packed.

8.2. Race 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.

8.3. Yellow flag. A driver may stop at the flag stand only and only under these conditions:

To address a valid safety concern. If the concern is verified as valid by a SOD official, the driver will restart in his/her position.

If stopped by a SOD official. The driver will restart in his/her position unless decided otherwise by the official.

If a driver stops on the racetrack for any other reason or a safety issue is not verified, they 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. The track flag person will determine if a yellow flag is needed and will have final say why it was displayed. If the yellow does come out, the car charged with causing the yellow will re-start at the tail of the field.

Red flag. All cars must stop and must 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. The SOD race director will determine if a red flag is needed for a fuel stop.

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.

Starts. Starts will be when flagman waves green flag. Lead car(s) must retain speed from when they receive the one lap signal. Any car passing before green flag is waved will be penalized two (2) positions in their starting lane on the ensuing restart. If a full restart does not occur, then that car will be penalized 2 positions from its finishing position. 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. 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. Any car with excess space in front to try to get a jump will be called for a jumped start and penalized four positions.

Lining up for restarts.

First lap restarts: Inside or outside row will move straight up to fill a void for a missing car.

After the first lap: Form a single file lineup, nose to tail. Officials will correct the lineup when received from the scorers. Lap scoring will occur on the lead car. If a yellow or red flag appears, scoring will freeze and all cars that have crossed the start/finish line on the lead lap will be lined up in that order for the restart. All other cars that have not yet crossed the start/finish line will be lined up according to their order on the previously completed lap. Lapped cars will be placed at the rear of the field, lined up in their running order.

8.8. Restarts

8.8.1 Lead car(s) must maintain a consistent speed from when the caution light is turned off until the green flag is displayed. All restarts are when the green flag is displayed .. Any car passing before the cone at the starting line will be penalized two (2) positions on the ensuing restart. If a full restart does not occur, then that car will be penalized 2

positions from its finishing position. If an offending car is located in the last two restart positions, 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. 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. Any car with excess space in front to try to get a jump will be called for a jumped start and penalized four positions.

Flat tire. In the feature only, you may ONLY change a tire in the designated hot pit. No other work or fueling is allowed. The hot pit will be announced at the driver meeting. If you stop, you will start at the tail. You will be allowed 4 laps from the time you arrive in the hot pit. When the one lap signal is displayed, you will not be allowed to return to the track. If you stop in your pit area, you will not be allowed to return to the track.

A race is considered complete when the checkered flag is waved. If a yellow or red flag must be thrown after the checkered flag waves, 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 detailed in section 8.7.2.

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.

Any car not obeying an official will be black flagged, scored last for the event, and may be subject to forfeiture of all points and payout 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.

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. Qualifying (standard procedure): The number of heats, heat groups, and cars in each will be posted. Heat race lineups will be determined by qualifying sessions as follows:

9.1.1. Each driver draws a pill. 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.

9.1.2. Heat race cars will be divided into groups. The lowest number drawn goes to 1st heat race 1st qualifying group pole position the next lowest drawn number goes to the group's 2nd position, etc. until 1st heat race qualifying sessions positions are filled. Subsequent heat race qualifying sessions are filled the same way.

9.1.3. Combined group hot laps/qualifying will be the primary qualifying procedure. However, the exact qualifying procedure to be used may also be individual qualifying or separate hot laps and group qualifying, and will be announced at the driver meeting.

9.1.4. Any cars not represented at the drawing or not qualifying in its assigned heat group shall be placed at the rear of its heat race. Heat races will determine the starting position for the balance of races scheduled.

9.2. No qualifying (optional procedure): The number of heats and cars in each will be posted. Heat race lineups will be determined by pill draw. The lowest number drawn goes to 1st heat race pole position the next lowest drawn number goes to the 1st heat race 2nd position, etc. until 1st heat race positions are filled. Subsequent heat races are filled the same way. Any cars not represented at the drawing shall be placed at the rear of a heat race. Heat races