

I.N.S.C.A

Inland Northwest Sprint Car Association

2007 Season Rule book

Inland Northwest Sprint Car association

Disclaimer

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events. These rules shall govern the conditions of all events, and by participating in these events, all participants are deemed to have represented that they have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury, death to participant, spectator, official or others. The race director shall be empowered to permit deviations from any of the specifications herein or impose any further any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. The INSCA officials reserve the right to change and/or modify the rules set forth in this book at any given time

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR SPECIFICATIONS

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

CLARITY OF RESPONSIBILITY REGARDING CAR CONSTRUCTION. CAR AND DRIVER SAFETY AND INSPECTIONS REGARDING SAFETY.

The owners, drivers, and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used, as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by driver of that race car, crews, ect. related to that race car or any related equipment used on or at any INSCA event. INSCA is not responsible for any loss or injury to anyone arising from failure of design, construction or maintenance of any racecar.

2007 I.N.S.C.A Officers

President Ron Turner
Home 509-921-1307, work 509-483-1272
Dirtman44@msn.com

Board Members

Mark Jones 208-783-5430 or 208-818-2400
Mike Tupling E-mail sprint33 2fast4u@yahoo.com
Red Perkins 208-245-2983
Rich Hill 509-297-4224
Wes Helgeson 509-991-7916 or 509-991-9627
Helgesonenterprises@msn.com

Pit Steward

Terry Crousure

I. INTRODUCTION

A. CLUB OBJECTIVES

1. Contract with racetracks that provide for quality shows and or enhance racing opportunities in the Northwest.
2. Create an environment of professionalism, fairness and clarity to the vast majority of all involved with INSCA. This environment shall require constructive input and respect from all
3. Well-defined goals, procedures, rules and duties along with good communication, will ensure our success.
4. This rulebook and its further clarity will help eliminate gray areas and keep racing competitive.

B. DEFINITIONS

1. **INSCA** Inland Northwest Sprint Car Association.
2. **In Good standing:** Having paid dues to INSCA for the current year, having no outstanding unpaid fines, and not being under suspension for any reason. Being “In good standing” status allows the car owner/member the right to vote on rules and all annual meeting business; i.e. board members, rules committee and bylaw amendments.
3. **Engine Tear Down:** Engine tear down is the term used when INSCA technical person or pit Steward requests the inspection of a car’s engine, requiring partial disassembly.
4. **Official:** The term used to describe any INSCA official.
5. **C.I.D.:** the term used to describe Cubic Inch Displacement>
6. **Rules:** if it doesn’t say you can, then you can’t.

II. GENERAL RULES

A. MEMBERSHIP PARTICIPATION

1. Minimum Age

Minimum driver age will be 16 years. Drivers under the age of 18 will require parental consent in writing provided to INSCA officials.

2. Waivers

INSCA requires that all drivers, owners, owner/drivers, pit crew, non-members and members sign INSCA waivers prior to going onto the track. These waivers need only be signed once per year and will be kept on file for the season. It is the driver's responsibility to have anyone associated with his car to sign INSCA waivers with INSCA officials

3. Entry Fee

There is a special one-race, non-member entry fee, \$50 for car and driver. This does not include voting privilege, newsletter of insurance. This fee will apply towards the standard Owner/Driver membership fee if the entrant participates in additional events.

a. Subsequent Events

Any car and driver participating in a second INSCA event will be required to join the club, with all membership fees paid and waivers signed, before participation in the second event.

b. Non-Member Fee

An additional \$5 per person will be charged at the back gate for non-member. Members must be prepared to present their membership card when entering the pits.

B.DUES

1. Owner

\$100 per year for owner includes one car number, and voting privileges.

C. ADMISSION TO PIT AREA

1. Pit Passes

Pit passes are required for admittance to the pit area and must be presented upon request. Pit passes are not transferable.

D. CANCELATION OF PROGRAM

1. After Qualifying

If program has been started (qualifications, have begun) and is terminated by track management prior to start of any main event on account of weather or other bona fide conditions track management has no control over, the program will be considered incomplete.

2. After Starting the Main, Before 50% Complete

If track management on account of weather terminates a program or other bona fide conditions track management has no control over, after the start of the main event(s), but prior to completion of 50% of scheduled A-Main competitive laps, the program shall be considered incomplete.

3. After Completing 50% Of The Main Event

When a program is stopped on account of weather or other conditions promoter has no control, the program will be considered complete if over 50% of the A-Main competitive laps have been run.

E. CAR NUMBERS

1. #1

Car number "1" in INSCA is reserved for last years Champion. If the car owner who earned the number from the previous season does not wish to run it any other member of INSCA cannot run the number.

2. If Car Is Sold

If a car is sold, the number stays with the previous owner unless that owner chooses to give up his number.

3. Picking A Car Number

Car owners from last season have first pick at keeping their number from that season.

4. Number Size And Location

Car numbers must be displayed in at least 16-inch-high characters on the main wing on both side panels.

5. Duplicate Numbers

Duplicate numbers are not permitted. In such a case that participated in the lesser number of INSCA events during the prior season will be the car that will be required to change his number. Visitors with conflicting numbers are required to change there number as directed by a INSCA official. i.e. add a x.

F. RACING INJURIES

1. Releases

Any driver seemed unfit to race due to injury may be restricted from competitive events by INSCA officials upon advice of attending medical personnel, or until a doctors release is presented.

III. RULES OF CONDUCT

A. COOPERATION WITH OFFICIALS

1. Cooperation

All pit crews, drivers, and owners must cooperate with officials at all times to help put on a good show.

2. Disputes

In case of disputes arising, only the owner or representative of the car has the right to approach the officials. Only one representative per car. The dispute shall be presented to the Pit Steward.

B. RESPONSIBILITY

1. General

The car owner or driver will be responsible for the conduct of all persons associated with that car.

2. Approaching Track Management

No one but the Race Director or authorized personnel is allowed to approach track management. Any unauthorized person who goes to the tower will be assessed a fine of \$500 for each violation.

C. UNBECOMING CONDUCT

1. General

Any driver, car owner, or crewman, who at any time uses improper language to INSCA officials or track officials in charge of the race, may be immediately reprimanded, expelled from the track, or subjected to a fine. Unbecoming conduct in front of the audience will be cause for suspension and/or a fine. The Board of Directors shall determine such penalty or penalties.

2. Physical Contact With Official

Any driver, car owner, or crewman, who at any time shoves, jostles, strikes, or attempts to strike an official will be fined \$500 and/or suspended up to one year, dependant upon the decision of the board.

3. Fighting In The Pits

Any member or non-member found fighting in the pits or infield will be fined and/or suspended dependent upon the decision of the board.

4. Detracting From The Appearance Of The Show

Any person detracting from the appearance of the show, or anyone under the influence of alcohol or drugs, shall not be allowed to compete or be in or about the pit area. Drinking or drugs will not be tolerated in any manner and carries a \$500 fine and/or suspension. The Board will determine fine and suspension time.

5. Making Contact

Any driver making contact with another driver when contact could have been avoided may receive a ruffled black flag for first offense, second ruffled black flag driver will lose one position, third offense will be black flag and driver will be directed to leave the track. All of the above are depending on the severity of the offense.

IV. RACE PROCEDURES

A. PIT MEETING

1. All Drivers Must Attend

A pit meeting will be held before the first competitive event. All drivers must attend the drivers meeting immediately after warm-ups or be fined \$25. The meeting will also include discussion on: the designated restart area; changes in the standard program: any precautionary, safety, etc, items the race officials may want to explain or clarify; other issues as needed.

B. STANDARD PROGRAM

1. Changes In Program

When circumstances occur, the Race Director with track personnel will have the authority to change the program to suit occasion.

C. DRIVER QUALIFICATIONS

1. Who Decides Driver Qualifications

The Race Director and Board will decide driver's qualifications

2. Rookies

All inexperienced drivers must start in the rear of all events unless approved by the Race Director.

3. Identifying Rookies

Inexperienced drivers shall have an I.D. mark or flag an rear of car.

4. Repeat Driving Problems

Any driver continually getting into trouble may be required to start in the rear of his races until he has proved he can handle his car.

D. SUBSTITUTE DRIVERS

1. Time Trials

Driver changes will be allowed during time trials but each car will be permitted only 2 laps qualifying total.

2. Notifying Officials

Substitute drivers must notify Pit Steward before the start of an event
Or points will not be awarded for that event.

3. Replacement Drivers

Cars being driven by a replacement driver will start at the rear of the field.

4. Main Event

There will be no driver changes after on lap of the Main Event has been completed

5. Back-up Car

You may not change cars during any event after the green flag has been displayed.
Drivers switching to a back-up car after qualifying will start at the back of the event. A back-up car would be a different car with same number.

E. SPEEDING IN THE PITS

1. Fines

A \$25 minimum fine will be leveled for excess speed in the pits for the first offense.

A \$100 for the second offense and any subsequent offence during the same season

F.FLAGS

All drivers shall be responsible for being aware of flags as represented by officials during the racing event.

1. Green

Green indicates the start of any event. Any car taking the first green will be considered officially started, and will be scored accordingly.

a. One Lap to Green

The starter will hold up 1 finger to indicate the green flag will be used on the next lap. The green flag will always come out after the 1 lap signal. No scrubbing tires after one lap to green. If the start is not to the satisfaction of the starter the yellow will be displayed immediately. If there are two false starts the starter may send one or both of the front cars to the back.

b. Entering The Track

Cars not taking the first green flag may enter the event at a later time during a yellow or red flag period. Cars entering the event in this manner will be ranked in finishing order on the basis of the number of laps completed.

2. Yellow

Yellow flag means caution. There will be NO racing to the yellow flag. Cars will maintain position and will not pass. The driver of the lead car will hold the pace the starter wants, and the rest of the field will form a single line behind the leader. Passing under the yellow flag is permitted only by permission of the Starter after instructions have been received.

Unauthorized passing while the yellow flag is displayed will result in loss of position.

3. Red

The red flag means stop. Drivers will bring their cars to a safe, controlled stop as soon as possible. Cars will then be pushed by hand or other means to a staging area to be backed down and prepared to continue the event.

a. refueling

No refueling on the track. All refueling must be accomplished in the pit area, unless otherwise designated. Driver must be out of the car when refueling. Fueling with driver in the car will result in a \$100 fine and/or back-of-pack start.

b. Crew Members

Two crewmembers per car will be allowed on the track under red flag for the purpose of backing down cars and preparing to resume race. These crewmembers may make adjustments with hand tools only.

c. Tire Changes

Tires may be changed on the track only if car cannot be pushed with push truck and will start at the rear of the field.

4. Black

Black flag means pull off the racecourse using due caution IMMEDIATELY. The car will not be scored if it does not stop after the second lap. A ruffled black flag will indicate a warning for a first offense, second ruffled flag driver will lose one position, third offense will be a black flag and driver will be directed to leave track

5. Blue/Yellow

This is the passing flag for cars to be lapped. Cars being passed should hold their line. If, in the judgment of a INSCA official, a driver is not complying with the flag, that driver may be black flagged, or otherwise penalized.

6. White

The white flag indicates the start of the last lap of the event.

7. Checkered

Checkered flag indicates the end of the event. Cars must finish under their own power.

NOTE: ANYONE FAILING TO COMPLY WITH ANY FLAG WILL NOT RECEIVE ANY MONEY OR POINTS FOR EVENT.

G. PRACTICE LAPS

1. General Safety

No car can be fired until the driver is attired as specified in V-A, and having a staffed ambulance, wrecker, and push truck available officially opens the track

2. Permission

All cars accessing the track must have permission of the Pit Steward.

3. Number of Cars

The number of cars allowed on the track will be determined by track officials and Pit Steward.

H. Weighing Procedures

1. General

Cars may be weighed prior to and/or following any event. Cars weighed at the completion of an event may not add fuel or ballast to satisfy minimum weight requirements.

I. QUALIFYING

1. Position

All cars will qualify in the order they line up in.

2. Number Of Laps

One or two warm-up laps will be allowed on any qualifying attempt. Drivers will be given the one-to-green signal the 2nd time by the flag stand. A failure to complete either of the 2 qualifying laps will mean loss of the lap. If a car and driver take 1 lap and leave the track, the 2nd lap may be taken only after all have qualified and only if time permits.

A driver attempting to qualify a 2nd car will forfeit his/her first attempt.

Once a car is qualified and a backup car replaces it, that backup car will start all events at the rear.

At the discretion of the Pit Steward, additional laps may be given. If the car does not qualify it will be allowed to start at back of the heat and back of the slow Main event.

3. Two Drivers 1 Car

If there are 2 drivers for 1 car, 1 lap will be given to each driver. Only 2 laps per car.

J. LINE-UP

1. Vacancies

In the event that a vacancy occurs in the field prior to that time when cars participating in that event enter the track, a new lineup shall be made by moving everyone up 1 position. Any vacancy that occurs after the cars for that event have entered the track shall cause the cars in that row behind the missing car to move up 1 row.

2. Non-Competitive Cars

All non INSCA drivers will start in the back of the field unless approved by the race director.

3. Call Out

Drivers not meeting their call-out for line-up for any race procedures may start at the back of the pack. Final decision on line-up is per Race Director and is not protest able.

4. Trophy Dash

The Dashes will be fully inverted with alternate starting on pole if 1 of original 4 drop out before green flag. The A-Dash will be the 4 fastest qualifiers with the 5th as the alternate. Qualifying time will split the field of cars and the next 4 cars (after the mid-field split) will be in the B-Dash with the fifth as the alternate.

5. Heat Races

Car count will determine number of heat races and car count in each. If any cars fail to qualify they have to start at the back of slow Heat.

6. Main Event

Full field inverts fast car at the back, except for Rookies and any car that qualified 1 second slower than 2nd fast time. Those cars will be lined up fastest to slowest behind inverted cars. Boards or Radios will be used to tell drivers where to start on all restarts per information received from tower.

K. CHAMPIONSHIP POINTS

1. Qualifying

Fast qualifier receives 10 points and the rest are as follows. 2nd-9, 3rd-8, 4th-7, 5th-6, 6th-5, 7th-4, 8th-3, 9th-2, 10th-1.

2. Heat Races

winner of the fast heat gets 30 point 2nd get 29 points and 1 point intervals on down. Winner of the B heat gets 1 point less than last car in fast heat. Then continue down through all remaining cars in 1 point intervals through all heats.

3. Main Events

1st-50 2nd-47 3rd-44 4th-41 5th-38 6th-35 7th-32 8th-29 9th-26 10th-23 11th-22 12th-21
13th-20 14th-19 15th-18 16th-17 17th-16 18th-15 19th-14 20th-13 21st-12 22nd-11
23rd-10 24th-9 everyone else gets 5

Plus 3 points are awarded for positions gained. Based on qualifying, by inverting the whole field of cars, fast cars to the back. Then comparing finishing order of the main event. The difference in qualifying position to finishing position in main is how many positions you gained.

Example: you qualified 5th out of 20 cars your starting position would be 15th. You end up finishing 3rd in the main your position gained would be the difference of 3rd and 15th which would be 12 positions gained.

You do not loose point for positions lost.

L. THE START

1. Pre-event Warm Ups

After entering the track in preparation for the start of any competitive racing event, each driver shall position his car within the field in single file in the correct starting order, when all cars are on the track, and in the correct starting order, the starter will signal for warm-up laps to begin. Drivers shall maintain their correct positions during warm-up laps (no passing). When warm-up laps have been completed, the starter shall signal for the cars to be positioned in their correct 2-row starting order.

2. Entering The Track

Cars(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed.

3. Setting The Pace

The pole car sets a consistent pace for starts in all racing events. Any car failing to comply will be directed to go to the rear of the field. The starter will make this decision.

4. Jumping The Flag

Anyone pulling out of the line or jumping the flag before the green is dropped may be sent to the rear of the field at the discretion of the Race director. Note: the starter at the pit meeting will define the starting area on the track.

M. RESTARTS

1. General

Cars will be in single file for any restart that occurs after completion of the first lap of the event. Lapped cars are required to take their correct positions immediately behind the car that was in front of them on completion of the last green flag lap.

2. One lap to go

A green flag per normal procedure will restart a restart of any race event that has only one lap left. A white flag will appear on the next lap and a checkered flag on the following lap. It is recognized that an extra lap has been added to the event in such a case.

3. Line Up

The restart lineup shall be in accord with the car positions as of the completion of the previous green flag lap except that any car(s) involved in an accident, or causing the yellow to be displayed, or stopped on the track at the time of the yellow flag is put before the field, shall start at the back of the field upon resuming the race.

4. Yellow Flag

Any car that brings a yellow flag before the field shall restart at the rear of the field.

5. Leaving The Track

Any car leaving the track to enter the pit area during a yellow or red flag period will not lose any laps if the car returns to the track prior to the "one lap to go" signal from the starter. But it must then start at the rear of the field.

Exception: If a car has been flagged into the pits for a suspected unsafe condition that then has been deemed safe without any work having been done to the car it will then be allowed to retain its racing position upon the restart of the race.

6. Re-entering The Track

Any car that is not on the track prior to the "one lap to go" signal must wait in the pit area until the next restart and will lose those laps that are run under the green flag .

7. Entering The Track

Car(s) not in the starting field at the start of an event (original green flag lap) may enter the event at a later time (during a yellow or red flag period). Cars entering the event in this manner will be ranked in the finishing order on the basis of the number of laps completed.

N. RACE COMPLETION

1. Race Completion

The race is completed when: (a) the scheduled number of racing laps have been completed, or (b) more than 50% of the scheduled laps have been completed and the race is terminated and cannot be restarted. Main events terminated prior to completion of 50% of scheduled laps shall be considered incomplete.

2. Final Standings

Final standings will be determined by the sequence in which the cars completed the event. Cars not completing the event will be ranked in order by total laps completed and sequence of completion.

3. Ruling A Race Completion At Red Flag

If a race is stopped by the use of the red flag and is ruled complete, final standings will be determined by ranking all cars in order by total laps completed and sequence of completion through the last official race lap with the exception that cars causing the stoppage will be put at the back of the field. Finishing order will be same as if the race had restarted.

4. Indecision Of The Scorers

In the event the scorers are unable to conclusively determine any difference in physical sequence of two or more cars, INSCA officials are empowered to declare a tie for the positions involved. The officials' decision as to whether to declare a tie is not up for protest.

3. Top 3 Finishers

The top 3 finishers of the main event and any other car(s) designated will report to the impound area immediately following the finish. This area will be indicated at the drivers meeting.

4. Failing To Report

Failing to report immediately to impound area may result in disqualification from the event, loss of monies and points. Fuel, C.I.D. or rule infractions will carry the same penalty.

O. PROTESTS

1. Who May Protest

Any driver or car owner competing in the program may protest any finishing positions as determined by lap scorers, by contacting the Race Director within 30 minutes of posting of the finish. In case of protest, the positions involved will not be paid till protest is settled.

2. How To Protest Engine Conformity

Any qualified person wishing to protest another contestant's engine conformity must deposit \$200 with the secretary, along with a signed request within 30 minutes of completion of the race. If the car is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the deposit will be paid to the owner of the car protested.

3. How to Protest Tire Conformity

Any Qualified person wishing to protest another contestant's tire conformity must deposit \$150 with the secretary and a signed request within 30 minutes of race completion. If the tire is illegal, the deposit will be returned and the guilty car owner will forfeit all money and points for the race and may be fined, suspended, or both. If the car is legal the protested car owner will get deposit.

4. Decisions

If a protest cannot be decided in a reasonable time frame following the event it will be decided by the Board within 72 hours after completion of the protested event.

NOTE: Excepting 1, 2, and 3 above all officials' decisions are final and are not protest able.

P. FINES AND SUSPENSION

1. Participating

All fines and/or suspensions must be satisfied before competing in subsequent events.

V. SAFETY

A. DRIVERS AND EQUIPMENT

1. Helmets and Collar

Only approved Snell 2000 racing helmets may be used. A cervical collar or similar neck restraint is required and must be approved by Technical Committee.

2. Seat

Aluminum seats are mandatory. The seating system should provide a lateral support on both sides. It is absolutely necessary to provide a kick-up (roll-up) forward to the buttocks sufficient height and strength to prevent forward movement and/or rotation of the torso under seat belt. It is mandatory that all cars have a headrest of high impact, shock-absorbing material behind the driver's head with thickness of 1 inch seats with built in headrests must also comply with this requirement. Adequate padding must be used under the buttocks to absorb impact.

3. Seatbelts

The use of an approved seat belt with a latch/lever release mechanism is mandatory. Rotary mechanisms are not allowed. Both the fastening design and condition of belts in use shall not exceed 3 years and must have the manufacturer's stamping date.

Belts must comply with the following:

- Minimum width 3 inches

- Minimum tensile strength 8,000 lbs

- Metal to metal quick release buckle

- Belt material must be as short as practical

Seat belts must be worn as tight as possible and in such a manner that it passes around the pelvic area at a point below anterior superior iliac spine. Under no conditions may it be worn over the area of the intestines and abdomen. Seat belts must come through the seat at the bottom of each side wrapping and holding the pelvic area over the greatest possible area. At any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chaffing or cutting of the belt material. Seat belts must be five or six point belts connected to main belt quick release mechanism and securely attached to the chassis are mandatory.

4. Shoulder Harness

The use of double over the shoulder straps is mandatory. Both the fastening design and condition of the straps are subject to the inspection of the technical committee. Life of the shoulder straps in use shall not exceed 3 years and must have the manufacturer stamp date. Shoulder harnesses must also comply with the following:

- Minimum width 3 inches

- Minimum tensile strength 3,000 lbs

Shoulder straps must be attached directly to a strong structural member of the chassis close behind the drivers head and neck: At points of attachment they should be 4-6 inches apart. They should be approximately level with the top of the driver's shoulders. Where the straps pass through the seat or body structure of the car, the edges must be rolled or have grommets to prevent chaffing or cutting of the strap material.

Shoulder strap must be secured behind driver's shoulders so that they are prevented from sliding 1 inch in either direction. Two belts joining in a "y" behind the neck to form on strap may not be used. The shoulder harness should be worn as tight as possible.

5. Uniforms

All drivers must wear fire-resistant, race-type uniform covering the full arm and leg area. Nomex, fire-retardant socks, or leather boot covering the ankle, fire-retardant gloves, underwear and head hood are required. Three layered nomex (or equivalent) fire-retardant uniform is required. This can consist of a 2 layered outer suit over nomex underwear.

6. Arm Restraints

Arm restraints are mandatory and must be worn at all times during competition.

7. Roll Cage Nets

Roll cage nets are mandatory on both sides of the car. All roll cage nets must be fitted with functional quick release opening mechanism. The life of the net shall not exceed 3 years. Caution should be used when positioning head restraint nets to be certain that the drivers head cannot get under the net in case of an accident.

8. Roll Cage Padding

All chassis protrusions roll cage tubes and roll bars in close proximity to the drivers helmet must be padded with a securely attached, high-impact material.

9. No Mirrors

The use of mirrors or rear view mirrors is prohibited.

NOTE: Any driver found in non-compliance will be restricted from competing until properly attired.

B. PHYSICAL CONDITION

1. Drug Screen / Physical Exam.

Drivers must have a physical, drug screen and/or eye examination when requested by INSCA officials. The results are to be reviewed INSCA prior to entering any INSCA event.

2. Dentures

For safety reasons drivers should remove dentures before starting any event.

3. Contact Lenses

Corrective lenses worn by drivers must be of a safety type glass. **Note:** Contact lenses are not advised, due to dust and foreign material in the air.

C. TRACK SAFETY

1. Emergency Equipment

Always make a mental note of where the ambulance, fire extinguishers, and exits are located at any track.

2. Running onto the Speedway

Running onto the speedway during a race or immediately after the flag has ended an event is strictly prohibited and is subject to fine or suspension.

3. In Case Of Accident

In case of an accident on the track, any appointed safety crew, medical personnel and one crew member with each car involved will be allowed on the track.

4. Responsibility

Car owners are responsible for their crew

5. Fire Extinguishers

Each racecar crew shall be equipped with a 5lb, or larger, fully charged dry chemical fire extinguisher in the pits at every race. The fire extinguisher must be in plain view and readily accessible.

6. Push Trucks

All push trucks will be kept off track until designated by Pit Steward

7. Clearing the Track

When the first car is pushed off, track is to be cleared of all persons.

D. EXITING THE CAR**1. Exiting Unassisted**

Drivers must be able to get out of their cars unassisted regarding car design.

VI. CAR SPECIFICATIONS

ALL MOTOR RULES ARE FROZEN THROUGH 2009

A. ENGINE SPECIFICATIONS

1. CID

Maximum cubic inch displacement is 360 +/- 1%. Max bore 4 inch +.060

2. Blocks

Stock OEM blocks only. No bowtie or aftermarket.

3. Rods

No titanium rods or crankshaft allowed. A method of inspecting rods and crankshaft is required. It is recommended that an inspection plug be put in the oil pan consisting of a 1 inch pipe plug.

4. Injectors

Injectors will not be more than 2.187 inches in diameter. If downsized stack or restrictor is used, there must be at least 3 inches of restriction starting at the bottom of the injector stack tube. Any single 4 bbl or multiple of 2 bbl carburetor is legal. No down nozzles, maximum of 8 nozzles. No timed fuel injection, turbo chargers, or super chargers.

No rotary injections.

5. Crankshaft

No stroker cranks must be stock stroke. Must be steel no aluminum or titanium.

6. Heads

Any Dodge, Ford, or General Motors cast iron head allowed. **EXCEPTIONS** North American only, no roll over heads. Must be stock, cast iron production only, limited to 2 valves per cylinder older Chevrolet bowties are allowed. Cast # 25534421, 25534431, 2553451, and 25534371 Bow Tie heads are **not allowed**. Any stock production cast iron head may be permitted on Ford or Chrysler models, with prior approval of manifold and heads by INSCA officials. Performance heads such as, but not limited to, Dart, Edelbrock, Eagle, Brodix, World, Pro Topline, Pro Lightning, and new GM Bow Tie ect. And limited production heads are not permitted. All Chevrolet heads must have a 23 degree valve angle.

The maximum of a 3-angle valve job is permitted. When cutting the valve seat angles, no stone, cutter or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the top of the centerline of the valve guide. Upon completion of the valve job, the bowl area under the valve seat down to the bottom of the valve guide must still be the same as it was from the manufacturer. Surfaces and/or edges where stone or cutter has touched must not be polished, smoothed, or rounded.

No hand or CNC grinding, milling, or polishing is permitted on any part of the head. Angle milling port matching or grinding of any type is not permitted. The heads may be surfaced milled to true the gasket surface. Chemical milling or porting is not permitted. No alterations may be made to the bowl, port, or runner area. Internal polishing, removal of metal, and/or any other kind of modifications will not be permitted.

All valves must be identical in appearance and construction as an OEM type valve. No air directional devices or holes will be permitted on any valve surface. The maximum valve sizes as measured across valve face are as follows Intake-2.055" and Exhaust-1.625"

Titanium vales are not permitted. Titanium valve spring retainers are permitted.

7. Cams

All engines: Flat tappet or hydraulic cams. No mushroom lifter or roller cams. OEM style steel lifters stock bore only. Roller rockers allowed.

8. Pistons

Flat top pistons only. No pop-up pistons allowed. No part of the piston may exceed the top of the deck of the block.

9. Mufflers

Highly recommended. Db regulation is whatever the track allows.

Note: Engines may be checked and cars can be weighed for compliance at any time at the discretion of the Pit Steward.

B. FUEL AND FUEL SYSTEMS

1. Fuel

Fuel must be alcohol only with no additives of any kind or nitrous oxide or any other type of oxidizer or lube.

2. Fuel Shutoff

All cars must be equipped with a ¼ turn fuel shutoff in driver's compartment within easy reach, fuel shutoff must be clearly marked as to "on" and "off" positions.

3. Fuel Cells

The manufacturer for their intended use must approve fuel cells and/or bladders. They must be enclosed in a container constructed of steel, aluminum, or fiberglass of a minimum .063 thickness, or other approved sprint car tail tank.

4. Mounting the fuel Cell

When mounting the fuel tank to the chassis, all mounting points must have inner and outer plates attached to the shell. These plates must be of adequate size to insure the tank being secure to the chassis. All tanks must have a minimum of 4 mounts to the chassis.

5. Fuel Cell Cap

A flush-type cap is mandatory. The top access cover must be installed in direct contact with the fuel cell.

6. Tank Vent

The tank vent must have a check valve.

C. CAR CONSTRUCTION

NOTE: All the following rules are for a Sprint car chassis if your car does not fit into these requirements it will be subject to the modified section of the rules.

1. Size

The wheelbase must be at least 84 inches and no more than 90 inches.

The overall length will be limited to a maximum 14 feet.

The overall width will be limited to a maximum width of 78 inches from the outside of the left front or rear tire to the outside of the right front or rear tire.

The tread must be at least 47 inches center to center

2. Weight

All cars must weigh a minimum of 1625 lbs with driver. Any ballast used must be securely bolted within the confines of the frame.

3. Offset.

a. The outside of the right rear wheel at the outside bead seat of the wheel cannot exceed 43 inches from the centerline of the rear axle center section.

b. The outside of the left rear wheel at the outside bead seat of the wheel cannot be less than 31 inches from the centerline of the rear axle center section.

c. The outside of the right front wheel cannot be more than 43 inches from the centerline of the chassis.

4. 4-Wheel Drive

No 4-wheel drives allowed

5. Cockpit Opening and Body

The cockpit opening must be at least 500 square inches, located directly behind the engine compartment and measured on a plane parallel to the ground and level with the uppermost part of the body or wind screen.

The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the body, may not exceed the width of the frame of the car and must have a minimum of 48 square inches of forward facing opening.

The nose assembly may not extend forward beyond the confines of the front bumper.

Any air deflector that is used to direct air for cooling shall be completely inside the confines of the nose and the solid side of the nose shall cover this deflector. This deflector will not be movable.

6. Oil Tanks

Oil tanks, water radiators, oil coolers and any remote engine accessories or forward facing scoops must be within the confines of the outside frame rails. Oil tanks mounted forward of the firewall must be behind the front axle and forward of the front engine mounting plate.

Oil tanks mounted behind the firewall may be mounted outside the main frame providing they do not protrude more than 8 inches from the frame.

7. Radiators

No water radiators or oil coolers are to be placed above or besides the cockpit opening.

8. Chassis Centerline

The engine driveline and rear axle center section must be mounted on the chassis centerline. A maximum of ½ inch offset from the center will be allowed. The driver shall be seated directly behind the engine and on the centerline of the chassis. The tail tank and car's bodywork must be on the centerline of the chassis.

9. Cockpit

A suitable guard must shield all revolving parts inside the cockpit. Open drive shaft must have adequate restraining loops fore and aft. These restraints should be a minimum of 1 inch tubing or equivalent materials. The u-joints must have a shield of a minimum 1/8-inch steel or aluminum.

10. Torque-Arms

Torque arms located within the driver's compartment must be restrained with safety loops of adequate strength.

11. Engine Cowling.

The engine must be covered with a cowling or hood secured in place. The hood or cowling need not enclose the sides of the engine.

12. Floorboards/Under Pan

All cars must have a floorboard or under-pan, utilizing aluminum or equivalent alloy, under the cockpit area. The under-pan should extend from the engine plate to a point under the leading edge of the seat.

Under-pans may not extend rearward past the leading edge of the rear axle. Under-pans or floorboards must be bolted to the chassis in the cockpit area. The under-pan or car bottom must be flat from side to side without any aerodynamic aids. Horizontal panels must not extend below the plane of the under-pan. It is recommended that under-pans be constructed of aluminum or equivalent alloy, extending from the front of the engine to the rear engine plate. It is recommended that a fireproof absorbent pad be used under the engine.

13. Car Body Design

Body panels rigidly attached to the frame to prevent chassis flex will not be permitted. All body panels must be readily removable. Right side cockpit panels may be a maximum of 36 inches high as measured from the top of the bottom frame rail at the engine plate. Side panels cannot extend rearward past the rear diagonal roll cage tube or brace, single panel sail panels are allowed between the rear cage upright and the brace.

14. Spill Plates

Vertical spill plates may be used on the outer edges of the hood. The outside dimensions of these spill plates cannot be wider than 24 inches at the front and 30 inches at the rear of the hood. Sun visors are limited to 7 inches from the top to bottom including any tabs, extension, ect. and cannot be wider than the cage. Sun visors cannot extend higher than the cage.

15. Roll Cage

All cars must have a roll cage, which is integral with the frame and does not encroach upon imaginary cylinder, 20 inches in diameter, extending through the top cockpit opening. The roll cage must be adequately brace fore and aft, and side to side, to secure it in an upright position in case of rollover. The roll cage should extend four inches above driver's helmet when he/she is sitting in the driver's position.

All roll cages must be constructed of SAE 4130 seamless tubing with a minimum O.D. 1 3/8 inch and a minimum wall thickness of .095. The roll cage must be gusseted in all four corners. For all new construction, gussets must be tubular and attached a minimum of 2 inches from the centerline of the angle being gusseted. Material must be a minimum of 11/16" O.D. x .095 wall thickness or 7/8" O.D. x .065 wall thickness.

16. Nerf Bars

All cars must be equipped with rear wheel nerf bars. The right rear nerf bar cannot extend beyond the outside edge of the rear tire.

Nerf bars must be constructed from 1 inch O.D. a minimum of .065 wall thickness and maximum wall thickness of .120. A maximum of 3 horizontal and or 3 vertical tubes are allowed in the nerf bar tubing. Nothing but exhaust system may be attached to the nerf bars

17. Rear Bumper

All cars must have an adequate rear bumper for push starting.

D. STEERING AND SUSPENSION

1. Engineering

The steering mechanism must be engineered and assembled in accordance with sound engineering principles.

2. Design

All highly stressed steering parts must be made from SAE 4130 steel or alloy, specified by the manufacturer of the part as equivalent in necessary strength for its intended use.

3. Heat Treating

All such parts must be heat treated after forming and/or welding as recommended by the manufacturer of the alloy being used.

4. Brazing/soldering

Parts may not be joined by brazing, soldering or by dissimilar metals.

5. Electroplated parts

All steering parts that are electroplated must be oven baked at a temperature of 375 degrees Fahrenheit for a period of not less than 3 hours after plating.

6. Parts stripped of plating

Parts that have been stripped of plating must also be baked according to the specifications in item 5, unless the parts are to be reprocessed within a 3 hour period.

7. Shot Penning

Shot penning is recommended for all highly stressed parts. Authorized facilities should be used.

8. Steering Wheels

The steering wheel hub must be padded with a resilient material or not less than 3/4 inch thickness. Removable steering wheels incorporating a quick release mechanism are mandatory.

9. Steering Link Strap

The use of an approved steering link strap is recommended.

10. Traction Control Devices

No traction control devices of any kind will be allowed, mechanical or electronic. All MSD boxes/coils will be mounted on the engine side of the firewall and all wiring associated with these devices will not enter the driver's compartment at all. At the

discretion of the race director the magneto of a suspicious car will be pulled off and sent in for testing by professionals. INSCA or one of its car owners will provide a magneto to the suspect car owner while testing is being done. If it tests negative for traction control devices INSCA will pay for testing. If it tests positive for traction control devices the owner will pay for testing, pay back any purse monies received for the season to date and lose all points earned from INSCA previously in that season before he will be allowed to compete again with INSCA.

E. AXLES

1. General

Independent suspension is not permitted. The car's axles connecting the wheels must be of one-piece tubular construction. Any other construction will be considered as independent suspension. The rear end gear assembly must be of conventional design with only one set of spur gears located behind the ring and pinion.

2. Spools

Axle spools attached by the coping method must have the axle wrap around the spool at least $\frac{2}{3}$ of the spool diameter. Gusset plates are recommended on all spools.

3. Front Axles

All front axles must be constructed of SAE 4130 steel alloy equivalent in structural strength. Titanium front axles are not permitted.

4. Spindles and Hubs

Steel front spindles and hubs are recommended. Steel or 1 inch aluminum torsion bar arms and stops are recommended. Any car using a lug-nut type right front hub must use all 6 lug nuts (or 5 in case of wide 5 hubs or direct mount).

F. BRAKES

1. General

All cars must be equipped with a foot operable braking device to stop all 4 wheels.

2. Master Cylinder and Brake Lines

Master cylinders not fixed to the frame must have flexible lines. Copper tubing is not allowed anywhere in the braking system.

G. WING

1. Total Area

Maximum top wing area 3600 sq. in

Maximum nose wing area 1300 sq in

2. Dimensions

All INSCA cars' will meet the following specifications:

Maximum length or width of 72 inches and cannot extend past the rear tire/wheel assemblies.

Top wing sideboard height will be a maximum of 30 inches

No rear wing lip (wicker bill) will exceed 1 inch height.

All stages of multi stage wings will be measured in a straight-line method and added together for total wing area. All wing assemblies must be securely attached to the chassis of the car.

3. Obstruction of View

Sitting in the cars seat, the driver must have a 135-degree of unobstructed vision on each side for a total of 270 degrees. This rule pertains to all wings attached to the bodywork and free standing.

4. Rear Wing

Airfoils mounted to suspension components will not be permitted. The rear of the wing may not extend more than 36" beyond the center line of the rear axle.

H. EXHAUST SYSTEM

1. General

The angle of exhaust shall be parallel with the ground and must deflect the exhaust and heat so that it will be diverted from cars and drivers following.

2. Muffler

Recommended must meet any requirements tracks have
Stateline Speedway is enforcing a 95 db limit now

I. MISCELLANEOUS

1. Ignition

All cars must be equipped with an ignition switch located within easy reach of the driver and clearly marked on and off.

2. Radios

Two-way radios are not allowed. One way race official communication is mandatory. Raceiver may be purchased for around \$120

3. Throttle

Throttle toe straps are mandatory. In addition, a minimum of 3 return springs must be connected to different locations on the throttle system. One spring must be on the butterfly shaft. If the throttle mechanism is the cable type, the cables must be encased to insure push-pull action. The throttle pedal must have a wide-open pedal stop.

4. Violations

Proof of any willful violation of Section VI- car specification will result in loss of points and money for that program.

5. Non Conformance

Non-conformance vehicles may be allowed to compete at the discretion of the technical committee with approval of the race director. However if correctable at the track with equipment at hand before event, the vehicle will be made to conform to INSCA rules according to Car specifications, section VI of this rulebook

VII MODIFIEDS

1. Any car not complying with the sprint car rules may race if they comply with the modified rules as follows:

Driver cannot be located any further to the left than a line drawn from the inside bead on the left front wheel to the inside bead of the left rear wheel.

2400 sq in top wing, 500 sq in nose wing.

Max 86 width

Must meet all motor, tires, safety, and construction safety rules. Which would include roll cage design and tubing specifications.

2. If you have a car that does not appear to fit any of these rules, call any official and we will let you know if you can run with us. No stockcar type cars or NASCAR modified type cars allowed must be open wheel.

3. Offsets, super modified, rear engine cars are all legal as a modified.

4. Any rule or restriction can be changed by the board of directors on a individual modified style car for competitive needs. Meaning a car may get less restrictions if it is not competitive with the sprint class or it may be restricted more if sprints aren't competitive with it.

The goal is to have a competitive mix of cars where any style has a chance to win at any given event.

VIII. TIRE AND WHEELS

A. Wheels

1. Total Number

The number of wheels allowed is 2 front and 2 rear wheels only

2. Rims

Wheel rim width is limited to a maximum of 20 inches, measured between the outer bead seats of the rim. The rim diameter must be at least 15 inches.

3. Approval

The manufacturer must approve all wheels utilized for racing. Standard production steel passenger car wheels will not be permitted. Fabricated and/or split rim wheels must have the specific approval of INSCA technical committee.

B. TIRES

Tires must be run exactly as they are manufactured. No soaking, heating, sipping, or grooving is allowed. Tires to be run will be American Racing modified asphalt of a 132 compound on the right rear and a 131 compound on the other corners. Tire that you qualify on will be run in the main event.

Tire sizes

Left front=	23.5/10.0-15s	131
	24.0/11.0-15s	131

Right front=	24.0/11.0-15s	131
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Left rear=	25.0/13.5-15s	131
	25.5/13.5-15s	131
	26.0/13.5-15s	131

Right rear=	27.5/17.0-15s	132
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IX PURSE AND PAY OFF

A. TOW MONEY

All cars traveling less than a 100 miles get \$50. Any traveling over 100 miles gets \$100. This is the minimum payout for any cars that attempt to qualify.

B. POINTS MONEY

Purse pay out will be decided when car count for entire event has been determined. Pay out will be in accord with points earned for the entire event. If an event is deemed incomplete, the net purse will be distributed according to points earned up to the point of cancellation or distributed equally to all the cars that have attempted to qualify.

C. DISTRIBUTION

The gross amount of the purse less these amounts Total tow money and club duties. The balance to be paid by points system, i.e., the balance of purse divided by the total points for entire event, giving each point a dollar value. That value times the number of points earned by each car, added to tow money is each cars payout.

D. SEASON POINT FUND

The points fund distribution, if one exists, shall be to competitors with the highest point total who have also participated in 70% or more of the INSCA sanctioned events during the season. Distribution shall be based on number of points earned.

Note: Any purse payout or point fund amounts maybe adjusted due to sponsored events adding bonuses or meeting advertised payouts for finishing positions if points method doesn't reach advertised amount. Everything also depends on car count.