

## **SPRINT CARS OF NEW ENGLAND 2012 RULES**

### **Rules of Conduct:**

1. The car owner and/or driver shall be responsible for the actions of their pit crew at all scone events. Each crewmember is also responsible for their own actions.
2. No crewmember will enter the starters stand or scoring tower to discuss a problem on the nights races. Any discussion on the nights races will take place at the conclusion of the nights events.
3. No driver or crewmember shall consume any intoxicants or use any narcotics during the race meet. Anyone caught with either substance, will be banned from racing in any SCoNE events for 12 months.
4. No excessive speeding in the pit area.
5. No driver or crewmember shall use abusive language. No driver or crewmember will threaten another team or official for events that happen on the track or in the pits.  
First offense: \$100.00  
Second offense: \$200.00 and 20 points. Points deducted after last race of season.  
Third offense: suspended for the rest of season.  
All fines will be paid before offender can race in any SCONE events.
6. Any physical contact between drivers, crews or officials will have an immediate suspension for 12 months. (taking a swing at a driver, crewmember or official)
7. If a driver starts the car in the pits, proper safety gear should be worn during start up (helmet, race suit, etc.)

### **Rules of Procedure**

8. Rookie drivers will start at the rear of the heats and features for three racing events. After three racing events have been completed, rookies will start by their point total. Any former SCoNE driver not racing on opening day will start from the rear of heats and feature for two weeks. Any former SCoNE driver that has not raced with SCoNE for more than a year will start at the rear of the heats and feature for two weeks. After two weeks lineup will be by point total earned.
9. All racers will be ready when the class is called to the line up area.  
We want to keep the show moving along.
10. No car will enter the track under any condition (white, yellow, or green flag conditions) without permission from track official.

11. Pit crew will not be allowed on the track unless requested by an official. Exception to this rule is a mandatory fuel stop on long distance races. Two crew members per car will be allowed to refuel car, and bring out tear-offs. No adjustments to the car will be allowed to maintain starting position, that includes air in the tires.

12. Under a red flag stop, due to a crash, no repairs or adjustments will be allowed. Anyone making on track adjustments during a red flag will start at the back of the pack. This includes air adjustments under red flag conditions.

13. If a car leaves the track under yellow flag conditions during a heat race it will NOT be allowed to return. In the future a car can leave under yellow and return if done before the race goes green.

14. NO HOT- LAPPING the car before the track is clear of workers or push vehicles. Any one hot-lapping before the starter waves the green will be penalized as follows.

First offense: will start at rear of field for the night.

Second offense: will start at the rear of field for the remainder of the season.

Third offense: You are suspended for the remainder of the season.

15. When you are pushed off to start you will idle around until you are given the green or rolled flag from the starter to hot-lap, NO EXCEPTIONS!

16. All original starts will be at the drop of the green off the fourth corner. A cone, stripe, or pole will mark the start spot for the race. Cars will maintain their position for the start of the race. Any car passing before the race goes green will be penalized and set back by the starter, at the end of the race, two positions for each one passed. Pole cars subject to same rules if found jumping the flag on the original start. Cars cannot pass the pace car unless directed by an official. Violators will start at the rear of that race for passing the pace vehicle.

17. When an accident occurs, the field will be restarted with the car, or cars causing the restart, plus any stopped car, going to the rear of the field. If the first lap has not been completed, the field will line up double file. After the first lap has been official, any restarts after that will be single file. Lapped cars will go to the tail end of the field in the event of a restart. All restarts will be at the cone placed on the track near the flag stand. Single file until you pass the restart cone. Do NOT run over the restart cone.

18. Pole position car sets the pace for the start, and restart of the race.

19. Any driver that qualifies for the feature but has to change to a different car to run the feature, must start from the rear of the feature lineup.

20. Race director will use a radio to communicate with the drivers. Receivers will be mandatory. Drivers will be responsible for a working receiver. A receiver that fails to work while on the racetrack subject to a warning, first offense. Second offense: subject to a \$50.00 fine and

five points from point total at end of season. Failure to use a receiver or scanner, while on the racetrack: automatic suspension for the remainder of the season.

21. ALL drivers will be 16 years old and older to compete in any SCONE events. Drivers under 18 years old must have parental consent. Parental consent must be in writing filed with the SCONE director. Drivers under 18 years old must have oval track racing experience to compete in any SCONE events. Subject to Competition Board approval on amount of experience. This driver may have to pass a test.

### **Technical Rules**

22. Any cast iron block, no aluminum blocks. No more than 360 cubic inches, +1%. Mopar 360 engine only a .030 overbore.

Any cylinder head, cast iron or aluminum allowed. May be used as cast or ported.

Methanol fuel only, no gasoline. No additives other than top end lube. No nitromethane.

May use steel wheels, or aluminum. No plastic or carbon fiber wheels. Bead locks highly recommended.

23. May use fuel injection or carburetor. Fuel injection: any size up to 2 ½ inch throttle bore. Must have fuel shut off from tank to the pump for the safety workers in the event of fire, crash or roll over.

24. All fuel tanks will be of the bladder type. Must be securely mounted to the frame.

25. Throttle linkage will have two return springs, one on the pedal and one at the fuel injection throttle shaft. Cable control throttles will be of the Morse cable type. Positive push pull cable only. No pull only cables.

26. Must have approved safety belts. No old relics for safety belts. Subject to inspection. Must pass tech at race track.

27. No tire rule this year. May have a tire rule in the future. SCONE drivers and owners will have input for any future tire rules.

28. All cars will have MUFFLERS no exceptions. Mufflers will be one of the following: Dyno max 24216 bullet style muffler, or ASCS Schoenfeld 112535. The vortex cone style muffler will be accepted as a muffler. Mufflers will be securely fastened to the header. (weld, bolt).

29. Must have proper safety equipment (Snell approved helmet, fire suit, gloves, arm restraints, shoes, fire retardant underwear). A neck support, or collar will be mandatory.

30. Any sprint car chassis will be allowed, must look like a sprint car.

31. Top wings are mandatory (helps in a crash). No larger than 25 sq.ft.(5x5) Side panels will be no larger than 30 inches x 72 inches. Support braces will be within the 30x72 dimension.

May use hydraulic wing adjuster, front to back adjustments on the top wing only. In the event of a crash, car may finish the night out without a top wing (good luck). Nose wings will be 6 sq. ft., side panels for nose wing 12 in. tall max.

32. Car numbers will be displayed on the top wing side panels and center of the wing surface. Also numbers will be on each side of the fuel tank, visible from the rear of the car. Cars will have **nesprintcars.com** on leading edge of top wing. The vinyl graphics will be supplied to the car owner free of charge. Numbers will highly contrasting in color, 3 inches wide and 18 inches tall, minimum size.

33. No computer controlled devices, no traction control, (right foot works real well here).

34. Must have working brakes at all times.

35. Must have full fire wall between the driver and the engine compartment, (floor board to the bottom of the hood). Holes in the firewall should be kept to a minimum amount.

36. There will be a shock claim rule for SCONE

The rule is as follows: The shocks on the car at the end of the feature will be subject to the shock claim rule. Drivers must finish the feature and pass under the checkered flag to claim any shocks. Drivers must find the designated official to state their claim on a competitor shock or shocks. Drivers have twenty minutes from the checkered flag in the feature to make their claim on a competitor shock. More than twenty minutes after the checkered flag, there will be no claim done. Drivers will have payment for claimed shock or shocks at time of claim. Only the shocks on the car after the feature are subject to the claim. Competitor must leave feature race shocks on the car until the claim time expires. (twenty minutes). If a competitor is found replacing shocks before the claim time is up, subject to a \$50.00 fine. Drivers that refuse to follow through with the claim on their shocks will be fined \$200.00. Fine to be paid before competitor can race with SCONE. Any driver that races for SCONE for the first time will NOT be subject to the claim rule if from another series. The next time same competitor races with SCONE will be subject to the claim rule. The cost of the claim on the shock will be \$175.00 each. Shock or shocks claimed, must be used by competitor making claim the following race meet. Failure to use claimed shock or shocks will be subject to \$100.00 fine.

37. Any rules not covered in the above text are subject to the track rules where we race. We will follow any track safety rules not covered in the above text.

38. All cars will have a drag link safety strap attached to the chassis and to the drag link from the steering box.

Racers keep it simple. we are not racing for a lot of money here.

\*Some of the rules have been copied from the 2007 ESS rulebook.