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2020 NCRA Sprint Car Bandits Official Rules for Competition

Revised 03/06/20

'Sprint Car Bandits' is hereafter referred to as SCB. Latest rules at www.SprintCarBandits.com

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. 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.

General Rules

1. RaceCeiver one-way radios are mandatory at all SCB events. We recommend you put in new batteries nightly, as non-working RaceCeivers can lead to disqualification if driver does not comply to on-track instructions relayed through their RaceCeiver. No two-way radios allowed.
2. Previous racing experience and prior SCB approval prior to competing is required for drivers under 16 years of age. All drivers under 18 years of age must have a notarized parental consent form signed by parents or legal guardians. All professional drivers must have SCB approval prior to competing.
3. No earnings will be issued until required W-9 tax forms are completed and returned to SCB. Drivers are considered an independent contractor and as such are responsible for all charges and taxes on any funds received from SCB.
4. All cars are subject to inspection at any time. SCB reserves the right to refuse entry to any car or driver.
5. No alcoholic beverages will be consumed by drivers or their pit crew at any time prior to or during any events. Use, sale or distribution of illegal drugs at any time shall be cause for immediate suspension. Participation by team member in either activity will result in disqualification with all points and earnings forfeited.
6. The driver is the sole spokesperson for the race team and is responsible for their actions. Any driver or crewmember fighting will result in disqualification for that team and all points and earnings for that evening will be forfeited. Striking a SCB or track official will result in disqualification for the evening, loss of membership, forfeiture of all points and earnings for that evening, and indefinite suspension.
7. Verbal abuse or inappropriate behavior towards any SCB official, track, track official, fellow competitor, crew member, or spectator will not be tolerated. No warning will be given. If violated, the team may be disqualified with all points and/or earnings forfeited for that night. Other penalties up to an indefinite-length suspension may be applied depending on the specific situation. This includes in-person, video, and social media (such as Facebook and Twitter).
8. Any driver or team on probation or suspension at any other track or series is not eligible to run with SCB until the SCB series determines that your previous actions are no longer a liability to our series.

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.
10. If it is not listed in this rulebook, do not assume that it is allowed. Check with an SCB official if you are unsure.
11. Everyone must be aware that posting in social media is like speaking into a live microphone. Media outlets can and quite often do pick up on social media comments. Be aware that all teams and series, and their families, depend on their sponsors to race weekly. Everyone should respect the value of our fan base and sponsors. By the time an offensive post or tweet shows up, it is too late to stop the spiraling effect for the series.
12. Negative social media in any form about the Sprint Car Bandits Series, officials, sponsors or fellow racers will not be tolerated. Depending on the severity of the incident, fines or suspensions may be assessed. Please help us by speaking with your entire team and family of this policy.

Safety Equipment

1. Safety should be everyone's number one concern. Racing is a dangerous activity. Your safety for your car, the track, the pit area and for yourself is your responsibility. At the very minimum it is recommended you should have all the items listed below.
2. Flame retardant driver suit, gloves, socks, underwear, and shoes are required. A head and neck support or restraint system is highly recommended. Approved racing, full-face helmet is mandatory, Snell SA 2015 minimum sticker mandatory. Driver must wear helmet, driver suit, competition lap belts, shoulder harness, anti-sub strap, and arm restraints any time car is started. Safety belts and arm restraints must be no more than three (3) years old and contain unaltered SFI safety labels. Quick release steering wheel should be used. A five-pound fire extinguisher is mandatory in each pit.
3. Driver's seat must be bolted in with a minimum of four bolts. A full containment seat is highly recommended. Belts should be mounted in the manner of the manufacturer's specs.
4. Roll cage padding is recommended.
5. Steel driveline hoop or strap is mandatory.
6. Protective rock screens are recommended.
7. Drag link rods must be attached to the frame with a tether strap.

Race Format

1. Heat Race Lineup

- All SCB events will utilize a pill draw. Heat race lineup determined by pill draw. All cars will draw at the same time. Driver or team member must be present at the time of the draw.
- There is a \$20 per driver draw fee payable when the driver comes to draw for their position each night.
- Any car that fails to draw at the time of the pill draw shall be placed at the rear of the heat race and will only receive finishing points for the heat race; no passing points, unless the series determines that the cause for driver being late is acceptable.
- The number of heat races will be determined by the number of cars that have drawn in at each event and shall not exceed 10 cars per heat race. All heat races will be 8 - 10 laps.

2. A Feature Line Up

- The A Feature race will be 20 cars and 25 laps in length. Additional cars can be added at the track promoter's discretion. Races may be shortened due to time as determined by SCB.
- The A Feature line up will be determined by the passing points system shown below. If there are more than 20 cars, the top 16 in passing points will line up in descending accumulated points order, with the remainder moving to the B feature(s) also lined up by the same method.
- The B Feature will be 12 laps in length. The top 4 finishing B Feature qualifiers will line up at the back of the A Feature based on their B Feature finishing order.
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		Start											
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100	105	110	115	120	125	130	135	140	145	150	155
	2	91.5	93	98	103	108	113	118	123	128	133	138	143
	3	83	84.5	86	91	96	101	106	111	116	121	126	131
	4	74.5	76	77.5	79	84	89	94	99	104	109	114	119
	5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
	6	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
	7	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
	8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
	9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
	10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
	11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
	12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

3. Race Procedures

- **Push off.** You are allowed only one push off per race. If you require a second push off, you go to the tail of that race. 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 or another safety issue arises, driver must stop by an SCB official and will not be penalized.
- **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 for that race. Any car that stops twice on the track from 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. 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. Any driver that stops near a SCB official after seeing debris or any other hazard on the racing surface under yellow flag conditions will automatically get their spot back.
- **Red flag.** Stop. Do not pass crash site. Cars that have ample time to stop, but still pass the crash site and keep safety crews from reaching the accident site in a timely manner will be disqualified for that race. SCB utilizes “closed” red flags only. 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. SCB officials will make a determination if and when a fuel stop is required. Two crewmembers max on fuel stops and NO adjustments to cars. Make sure you compensate for the possibility of caution laps when filling the fuel tank for that race.
- **Black flag.** If black flag is waived at 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.
- **Starts:** All cars must line up nose to tail, side by side, no fanning out. The front row of cars must enter corner 3 side by side and maintain the exact same pace all the way until the flagman flips on the green light/waves green flag, which will be somewhere towards the exit of corner 4 and the front stretch. Race starts for all cars when green light/green flag is displayed. 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 ensuring restart. Speeding up or slowing down after

entering corner 3 can cause offending driver to be penalized for jumping. If an offending car is located on the last row of the starting grid, then that car can 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.

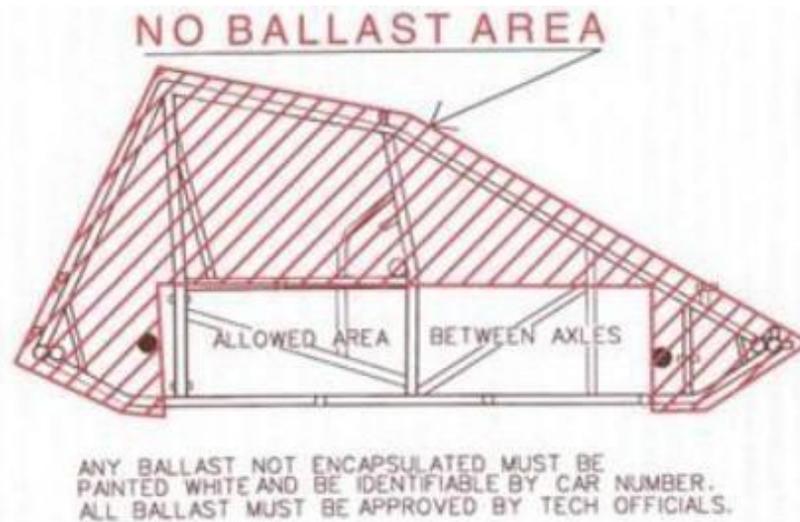
- **Lining up for restarts.** Delaware Restarts in Heats and Features – except when a race reaches 3 laps to go, then it will go to single file. Form a single file nose to tail until officials get lineup reset, then they will instruct the leader to be out by themselves in the front row, 2nd place will drop to inside of 2nd row, 3rd place will restart next to 2nd place on the outside, and all other cars will form rows behind. The leader must enter corner 3 and all cars behind nose-to-tail, side by side, no fanning out and all maintain the exact same pace all the way until the flagman flips on the green light/waves green flag, which will be somewhere towards the exit of corner 4 and the front stretch. Race starts for all cars when green light/green flag is displayed. Any car passing before the start of the race or jumping the restart will be charged with a yellow and will be penalized two (2) positions on the ensuing restart. Speeding up or slowing down after entering corner 3 can cause offending driver to be penalized for jumping. If an offending car is located on the last row of the starting grid, then that car can 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 the leader doesn't maintain same pace throughout corners 3 leading up to the flagman throwing the green flag, the leader is subject to being penalized for jumping the start.
- **On first lap restarts** inside or outside row will move straight up to fill a void for the missing car.
- **All lapped cars** will go to tail of the field when a caution comes out during the feature. They will be lined up in their scored position behind all lead lap cars (features only). If 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. No cones will be used for any start or restart.
- **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 coming to the work area for any reason will start at the tail on the restart of that race. Work area is only in effect for the feature event. If track conditions warrant, the SCB may determine to go single file instead – for any reason. (example, rubber down might be a reason)
- **Race Completion.** A race is considered complete when the checkered flag appears and the winner crosses it. 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 crossed the finish line before the caution appears will be scored in the position they cross. Any car that does not cross before the yellow/red appears will be scored by their order from the last completed lap.

- **Obeying Officials.** 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 or excessive speeding during caution flag periods.
- **Green/White/Checker Finishes** restarted with a green, then white, then checkered flag finish.

Car

1. Chassis, body, and suspension

- a) 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. Must be sprint car appearing, no homemade-type tail tanks allowed. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83", maximum wheel-base of 90". No aluminum or titanium frames.
- b) 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, and no body pieces are to extend beyond or underneath the racecar. Any body panel not meeting SCB specifications must be removed.
- c) 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".
- d) Rear bumpers and nerf bars must be steel or stainless steel, min. 1" diameter, min. 0.65 thickness and bolted on. Nerf bars are mandatory and must not extend beyond tires. No square tubing or sharp edges are allowed on any bumpers.
- e) 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.
- f) Brake rotors must be steel, aluminum, or titanium.
- g) 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 CV joint. Steel driveline hoop or strap is mandatory.
- h) The right-side cockpit opening must be a minimum of 10" vertical at any point and 21" horizontal.
- i) No cockpit adjustable devices. This includes, but is not limited to, adjusters that control wings, brake bias, shocks, suspension, and/or fuel.
- j) Car numbers and letters (if necessary) must be run on both sides of fuel cell and both sides of top wing and must be large enough and in contrasting colors to the main body and wing color and graphics so the driver can be properly scored by track scorers.
- k) Minimum weight will be 1,500 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, or if it falls off the car during an event. (see illustration)



- l) **Weigh in procedures.** The top three finishers in each heat race and the top five finishers in the feature must weigh in at the track scales immediately after the conclusion of each race or as specified by SCB officials. Location of the scales will be announced at the driver's meeting at each race. We suggest you weigh your car to the track scales at each event – as your weight from your scales in the shop don't matter on race night. 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 1,500 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 not been met. Only two crew members plus the driver will be allowed in the scale area. Violation will result in disqualification.
- m) 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 one-year suspension. Teams may be required to disconnect tachometers at any time.
- n) No hollow, tubular or drilled out bolts allowed.
- o) Only sprint appearing type bodies, tails and hood will be allowed.

2. Engine - 360 Cubic Inches plus 1% maximum displacement (360 plus 1% = 363.6). No aluminum blocks. No Titanium in engines, except for valves and valve retainers.

- Injectors: Effective 03/19/19, we will no longer require the ASCS-type ram tube restrictors. The restrictors have minimal effect on engine performance and can be cost prohibitive for some teams. Our goal is to create a disciplined but affordable environment for all race teams. Any naturally aspirated fuel system will be allowed. Contact us if you have questions.
- Any steel or aluminum cylinder head is allowed.
- Unaltered racing-type mufflers are required at all series tracks – unless the SCB specifies otherwise on that event's pre-publicity announcements.
- All other engine configurations must be approved by SCB officials prior to car competing in first race.

3. Wings

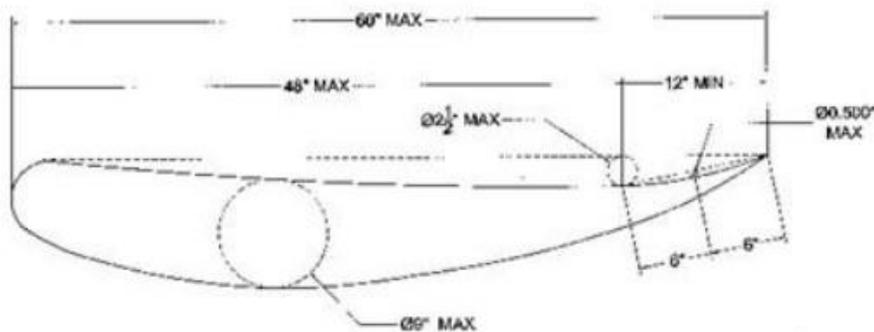
- a) Top Wing
- i. Center Foil maximum size of 25 square feet with a maximum width of 60" with a $\pm 1^\circ$ tolerance (see illustration). Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited. Other than the slider mechanism, no moving parts allowed on or in foil structure. 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.
 - ii. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat. If flat, a maximum 1" wicker bill is allowed.

- iii. Maximum 20° wing angle allowed as measured from the center of the leading edge to the top rear center (not including the wicker bill on flat top wings). Measurement made using a straight edge placed parallel to the side boards and an angle gauge. There will be a 1° tolerance to this measurement. Top three after the heat races and top five after the feature will be checked for wing angle at the scales or other designated inspection area. Wing angle compliance is the responsibility of the race teams. Make sure to watch Steve Lang's Sprint Car Bandits Wing Angle video on YouTube for easy to follow instructions.

The 12" 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" from the leading edge. As measured on a 12" straight edge, the belly at 6" from the rear of the Foil may be no deeper than 1/2" at any point. There is zero tolerance on this specification. It is suggested that the wing blueprint specify 15/32" depth, so that the 1/2" specification will not be exceeded due to any deflection or wing movement. This 1/2" measurement ensures a gradual belly/curl arc.

- iv. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 1/2". Center Foil thickness cannot exceed 9". 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. vi. 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" at the front and 3" at the rear. Nowhere shall the foil exceed 3" in height.
- v. The top wing cannot be cockpit/driver adjustable.
- vii. All side board panels must be within a ± 8° tolerance. 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" 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.
- viii. Top Wing sideboards maximum size, 72" long and 30" 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" of material on the front or rear of panels and no more than 1 1/2" 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.

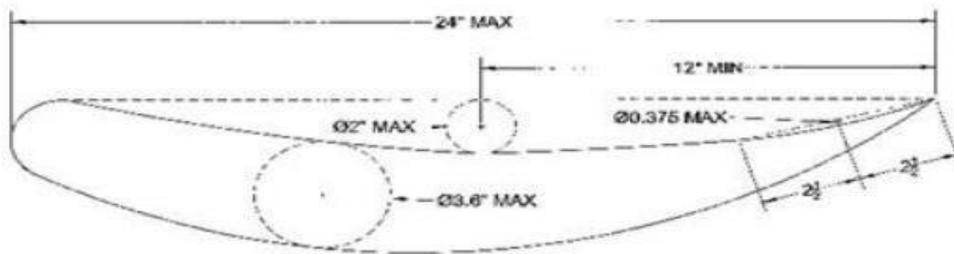
Top wing diagram/specification



b) Front Wing (see Illustration)

- i. Front wing must be made of metal alloys, max. 6 sq. ft., max. 36" wide, max. 12" side boards with ½" turn out on top & bottom of sideboards allowed.
- ii. A 1" wicker bill allowed on flat or dished front wings.
- iii. 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.
- iv. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20". The Center Foil front edge must remain at least 1" behind the front edge of the front bumper. The Front Wing must not extend beyond outside of front tires. Front wing will be checked by SCB officials after each race at the same time as the top wing.
- v. The Front Wing may not be cockpit adjustable. No moving parts allowed on or in foil structure.

Nose wing diagram/specification



Fuel

- c) Methanol only. No nitromethane or additives or any kind allowed. Fuel is subject to be checked at any time. 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. Teams must ask SCB officials if they have any questions regarding fuel.
- d) Fuel tank: Fuel cell/tank and bladder are mandatory.

4. Tires and Wheels

- a) Right Rear. Any 104" or 105" circumference Hoosier racing tire that durometers a minimum of 45. Generally drivers choose the ASCS or RaceSaver stamped tire.
- b) Left Rear. Any 92" Hoosier racing tire that durometers a minimum of 35. Front tires any Hoosier front racing tire.
- c) **One Right Rear and One Left Rear Tire All Night**, Any unapproved tire change between events will result in the car going to the rear of the next event. Cars competing in a B feature may run a SCB legal used rear tire for the B feature, but must use the tire they used in the heat race to keep their transfer position. All tires will be checked before the A feature.
- d) Rear wheels may be changed as long as tire is the same marked tire.
- e) SCB officials will mark tires before the heat races. Any tampering with the mark will result in disqualification.
- f) Tire marking procedure is as followed. All teams must park within the designated parking area as shown for each track. We will post the parking zone prior to each event. A SCB official will come by your car immediately after hot laps to mark them. So please be prepared.
- g) Non-repairable punctured, sliced and/or out-of-round marked rear tires may be changed to a used rear tire of the same size and compound (with no signs of being new) and remarked. The damaged rear tire will be confiscated.
- h) Bead locks recommended on all wheels.

- i) Right rear wheel width must be 17-18", left rear wheel width must be 14-15".
- j) No tire bleeders of any kind in any wheels.
- k) Cars may not race with a flat tire on either rear position or the right front. Cars with left front tires that are off the bead will be sent to the work area.
- l) Absolutely no tire prep is allowed. If tire prep is found on your tires, you will be disqualified for the remainder of the season and any points fund money will be forfeited.
- m) Wheel covers must be fastened to all wheels with a minimum of three (3) bolt and nut fastening (nut assembly) systems (minimum 5/16" steel flanged bolt). Foam mud plugs are also approved. No Dzus fastened wheel covers allowed. Approved fastening systems are:
 - Keyser Manufacturing # 100 7-101
 - Wehrs Manufacturing # WM377A-312 or WM377S-312
 - Triple X Chassis # SC-WH-7810 or SC-WH-7820
 - Smith Precision Products # MC-516-18
 - Speedway Motors # 910-07119
 - Optional fastening systems equal or superior to those listed above are allowed after SCB Official inspection and approval

General Information/Points

1. This booklet contains the official rules and car specifications for all sanctioned events of the Sprint Car Bandits. Any point not covered herein shall be resolved by SCB or their appointed representative.
2. All cars MUST display the official decals of the SCB series, major SCB sponsors, or any other designated sponsors to be eligible for end of year contingency awards. Drivers must be a member in good standing of SCB in order to qualify for contingency awards. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge by SCB.
3. SCB 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-if added by promoter
6. 122	14. 102	22. 88-if added by promoter
7. 119	15. 100	23. 87-if added by promoter
8. 116	16. 98	24. 86-if added by promoter

- 65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature. 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.
- SCB event cancellation policy: All full-time members in attendance (on site) with a purchased pit pass and their car (verified by SCB officials) will receive 50 appearance points if the race is cancelled after the official pill draw is closed.
- Points will be calculated and posted on the SCB Website and Facebook page in the days following each event.

Series Attendance Rule & Purse Structures. The Sprint Car Bandits series works very hard to provide its drivers with one of the strongest regional 360C.I. event purses in the country. We partner with our series tracks and provide a full complement of pre-event advertising and marketing materials in order to help them maximize their fan attendance – in return for the track

paying the teams a large purse structure. At the same time, we do not charge our teams license or registration fees. By design, our schedule does not overwhelm teams with excessive travel or an overloaded event schedule. This allows teams to compete in more than just our series – if they desire.

In 2020, on event nights that pay \$2,000 to win or more, we are structuring the purse based on driver SCB series attendance. Drivers that have competed in 70% or more of the completed 2020 events schedule will be racing for the fully advertised purse (again, this applies to events that are \$2,000 to win or more only). Drivers that have not competed in 70% of the completed 2020 events schedule will be competing for 75% of the advertised race purse.

In other words, on a \$2,000 to win and \$300 to start event, drivers that have supported the series less than 70% in 2020 will be racing for \$1,500 to win and \$225 to start. Those that have supported the series 70% or more of the season will be racing for \$2,000 to win and \$300 to start.

The driver attendance percentages will be calculated on a night-by-night basis throughout the season. This program goes into effect on the third event of the season.

For rules questions contact Will Eggimann at SprintCarBandits@Outlook.com or call 214-210-2763.