



Phone 214-210-2763 www.2021BOSS.com

Official Rules of the Bandits Outlaw Sprint Series (BOSS) *a division of Sprint Car Bandits® - as of 3/23/21*

- **Disclaimer**

- **Rules are subject to change without notice. All decisions by BOSS officials are final.**
- 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 – and neither the BOSS or its officials can be held responsible for any damage, injury or death that may occur at any Series event. Racing is a dangerous sport. Drivers registering for this series acknowledge that they have read these rules and must abide by them.**

- **General Information**

- Raceceiver radios are mandatory! We reserve the right to penalize drivers that fail to utilize a Raceceiver. No two-way radios will be allowed. Raceceivers should be set to the default 454.0000 channel unless otherwise specified.
- All racing programs are subject to change. Any such changes will be covered during the driver's meeting.
- No earnings will be issued until the required W-9 tax form is completed and returned to BOSS officials.
- All cars are subject to inspection at any time. BOSS reserves the right to refuse entry to any car or driver.
- Negative social media, in any form, specific to the Bandits Outlaw Sprint Series, will not be tolerated.
- BOSS points will be awarded to drivers in accordance with the following schedule, see below:
 - 65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for the A-Feature.
 - 50 points will be awarded to all drivers that try to compete but fail to take a competitive green flag in a heat or feature event.

| 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 |

- **Safety Equipment**

- Flame retardant driver suit, gloves, and shoes are mandatory. A full-faced helmet is mandatory. A head and neck restraint system are highly recommended.

- **Qualifying Procedures**

- Qualifying heat races will be held at all events. Lineups are determined by a random pill draw. There is a \$20 per event draw fee, unless otherwise stated, due prior to the draw. Please, no checks!
- The draw is held at the close of the driver's meeting. It is the responsibility of the driver, or a team representative to be present for the draw. Any team that fails to draw-in will be allowed to start at the tail of a heat race, but will receive no passing points, only finishing points. No exceptions will be made.
- The passing point system, see below, will be used to determine the starting positions in the feature events. Drivers will receive qualifying points for passing as well as finishing positions in their heat races.
- The top 16 in qualifying points will transfer directly to the A-Feature. The top 16 will start the A-feature straight up; no redraw or invert.
- All remaining drivers will transfer to a B-feature. Depending on car count, multiple B-features, C-features, etc., may be needed. B-feature lineups will be straight up, based on qualifying points. B-feature drivers will compete for positions 16-20 in the A-feature, unless otherwise specified.

| | | 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 |

- **Race Procedures**

- **Push Starts –**

- All push starts will take place on the racetrack. Spread out when you roll out onto the racing surface. BOSS officials will signal drivers when it is safe to push off. **Do not push off until BOSS officials have signaled to do so!**
 - Cars that require a second push during their heat and or feature race, will be placed at the rear.

- **Hot Laps –** All participants will hot lap by heat race. Spread out! This is not an official race! Work together to increase your speed!

- **Starts/Restarts –**

- All starts and restarts will take place at the white line, near the exit of turn 4.
 - The pole car sets the pace. The front row will start the race together when they reach the white line.
 - All initial starts will be double file. Restarts will feature the pole car on the front row, with the remainder of the field, in order, behind the pole car. **The pole car has lane choice but must maintain their line until they reach the straightaway. Absolutely no blocking or crossover maneuvers! All cars must remain side-by-side, nose-to-tail, no fanning out, until the pole car accelerates at the white line.**

- **Engine Rules**

- No cubic inch limit. Any engine combination is acceptable. Engines must be naturally aspirated, no forced induction. No turbo chargers, super chargers, etc.
 - **Absolutely no traction control devices of any kind are allowed!**

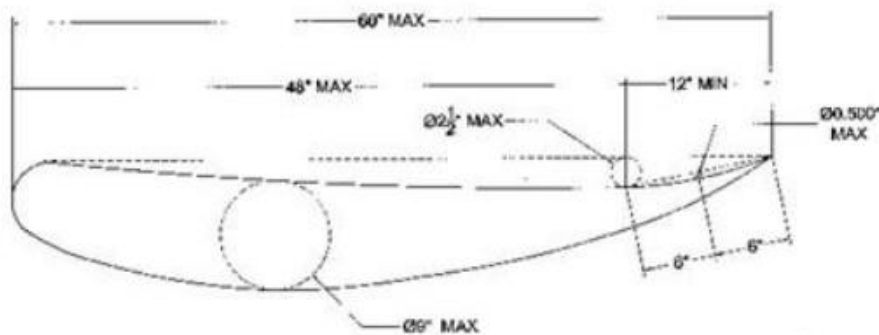
- **Car Rules**

- Any sprint car type chassis is allowed.
 - Only sprint car type bodies and tail tanks will be allowed. No foils, rudders, or panels are to extend beyond the roll cage.
 - Cars must weigh a minimum of 1500 lbs., including the driver, at the conclusion of the race.
 - **Race teams who chose to utilize an aluminum block must locate all bolt-on weight AHEAD of the rear motor plate.**
 - No cockpit adjustable devices of any kind.
 - **Mufflers** are NOT required unless the hosting racetrack requires mufflers. When specified by the racetrack, any type of muffler is acceptable.

- **Top Wing (see illustration below)**

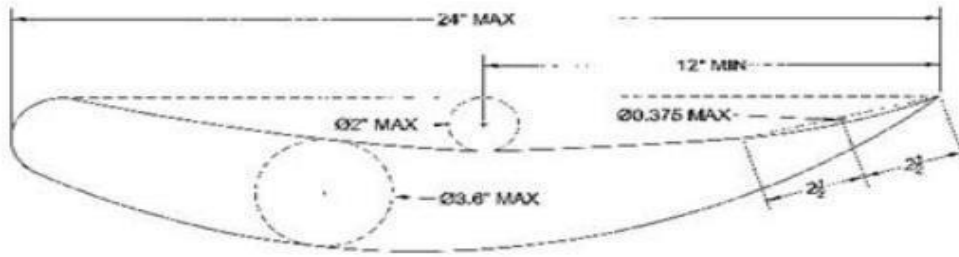
- **Max top wing angle is 20 degrees**, with a +1-degree tolerance. Measured from the center of the leading edge to the center of the trailing edge (not including the wicker bill on flat top wings). Measurements are made by laying a straight edge down the center of the wing, parallel to the side boards, and then using a gauge to determine the angle.
 - A top wing measurement-instructional video can be found here, <https://youtu.be/eCs7LjQctvw>
 - The top wing cannot be cockpit/driver adjustable. **All cars must utilize a manual slider mechanism.**
 - Center foil maximum size of 25 square feet, with a maximum width of 60 inches, with a one degree plus or minus tolerance. Center foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
 - No wicker bill or Gurney lips permitted on the center foil, **unless the center foil is totally flat, then a ONE INCH wicker bill is allowed.**

- Other than the slider mechanism, no moving parts allowed on or in the foil structure.
- The 12-inch section located at the rear of the center foil must not have the belly/curl arc out of proportion with the rest of the center foil. The belly/curl must span the entire length of the center foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the foil may not be deeper than $\frac{1}{2}$ inch.
- The belly/curl arc must start at the radius of the center foil's leading edge and shall not exceed a depth of 2.5 inches. Center foil thickness cannot exceed 9 inches. Center foil top surface from side to side must remain flat. Center foil must be one-piece construction. No split or biwings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, etc.
- Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil/rudder exceed 3 inches in height.



- **Nose Wing (see illustration below)**

- Center foil maximum size of 6 square feet, with maximum width of 36 inches, with a one degree plus or minus tolerance. Center foil shall be fully sheathed in aluminum. No vent holes allowed.
- Wicker bills up to 1 inch are allowed on nose wing, flat or dished.
- Center foil top surface from side to side must remain flat. Center foil must be one piece. No split or biwings will be allowed. No moving parts allowed on or in foil structure.
- The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured with a 5-inch straight edge, the belly at 2.5 inches from the rear of the foil may not be deeper than $\frac{3}{8}$ inch.
- The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
- No rudders or fins on nose wings



- **Sideboard Panels**

- All side boards must be within an eight-degree plus or minus tolerance and be square to the center foil.
- Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round, or oval metal braces, not exceeding 1 inch in width, may be used.
- No aero section side panel brace material is allowed. No brace or support shall resemble a wicker bill or a split wing.
- **Top Wing** – Sideboards maximum size is 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel, and no more than 1.25” of turnout as measured from the center foil. The leading edge of the sideboard may not be behind the leading edge of the center foil.
- **Front Wing** – Side boards maximum size is 12 inches tall and 26 inches long, with no more than one inch overhang from the center foil front edge to the sideboard front edge. Sideboards may have front, back, top, and bottom turnouts of no more than ½ inch.

- **Fuel**

- Methanol or Ethanol only! No NITRO or other additives are allowed.

- **Tires**

- Must run Hoosier brand racing tires on all 4 corners.
- **Left Rear tire must be a 92 casing** and must durometer a minimum of 35 (shore hardness)
- Right Rear tire must be a 104 or 105 casing and must durometer a minimum of 45 (shore hardness)
- **Must run the same LR and RR tires for both your heat race and A-feature events.**
 - Tires will be marked by BOSS officials immediately following hot laps. You must bring your car (tires) to the designated official’s area to be marked.
 - Any unmarked 92-35 LR, or 104/105-45 RR tire can be used for races other than your qualifying heat and or A-feature.
- **Absolutely NO tire bleeders of any kind!**
- Absolutely NO tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals

If you have questions or need more information, please contact:

Will Eggimann

m: 214-210-2763

e: sprintcarbandits@outlook.com or w: www.sprintcarbandits.com