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# 2024 Rule Book

•THE FOLLOWING ENGINE AND CAR CONSTRUCTION SPECIFICATIONS  
WILL BE IN EFFECT THROUGH THE 2025 RACING SEASON•

# **Midwest Sprintcar Association**

## **2024 Board of Directors**

**PRESIDENT..... Sheila Leamer**

**920-242-6000 leamer03@sbcglobal.net**

**VICE-PRESIDENT..... Dan Mayer**

**920-946-4080 mayerautomotivellc@hotmail.com**

**COMPETITION DIRECTOR..... Scott Bader**

**262-338-2447 scottbader36@yahoo.com**

### **Board Members**

**Tony Wondra**

**920-904-4225 twondra@kondex.com**

**Alex Pokorski**

**262-689-6150 AP4racing@gmail.com**

**Randy Post**

**920-889-6397 randypost548114@gmail.com**

**Justin Erickson**

**920-838-3483 justinerickson8@gmail.com**

## **SPIRIT OF THE RULE**

Although every effort has been directed towards complete, understandable, and correct rules, The Midwest Sprintcar Association cannot possibly anticipate every situation, circumstance, or interpretation.

With this in mind, we must refer to the Spirit of the Rule. **Spirit of the Rule means very simply, the intent of every rule and classification.** Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should **not** be assumed to be legal under the Spirit of the Rule.

**Spirit of the Rule will be the final criteria by which rules will be interpreted and enforced.**

## **RULE BOOK DISCLAIMER**

The rules / or regulations set forth herein 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.**

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/ OR REGULATIONS. 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.**

The Competition Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/ her opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of MSA officials. **THEIR DECISION IS FINAL.**

## MSA MEMBERSHIP

A driver must be a MSA member, and all fees must be paid in full prior to the driver's meeting in order to receive MSA membership benefits. Retroactive points and attendance will be awarded to a driver as long as they are a member by the 3rd completed race night. After this time frame a driver will get points and attendance beginning the night membership was received. Drivers must compete in 85% of race nights to be eligible for season ending awards. There will be a \$10 pill draw fee for Non members.

- Drivers must be 16 years old to compete with MSA.
- Drivers that are 14 and 15 years old with **verifiable** prior racing experience in some type of open wheel sprint car may be allowed to race with MSA. They must submit a resume signed by both parents well in advance of the date they would like to race and must be approved by the race tracks insurance provider and MSA. A signed resume must be submitted for each track they want to race at for insurance purposes.
- Rookie drivers must not have participated in more than 5 events Previously to be eligible for Rookie of the Year.
- Rookie of the Year points can only be earned by the rookie driver.
- Rookie drivers will start at the rear of all races and carry a streamer the first 3 nights they race with MSA, at the discretion of officials.
- Parents are responsible for their minor children's actions and safety whom they sign a release for to gain entry to the pit area. The pit area is considered a restricted area.
- No alcohol or illegal drugs may be consumed by a driver before or during an event. MSA reserves the right to have the track medical staff determine if a driver, who we may suspect of doing either, is fit for competition. Refusal to be checked upon request is an automatic disqualification.

- MSA understands that good sportsmanship is an essential part of any race program. This must include respect for all participants, officials, track ownership and staff, push truck & wrecker crews, fans, and sponsors. We will not tolerate public displays of poor sportsmanship such as stopping your race car on the track to dispute a call or scoring placement, fighting, harassment, or verbal abuse.
- Threatening or obscene gestures and/or language aimed at an official, competitor or spectator, rough driving, fighting, pushing or assaulting an official, or destroying property can result in disqualification, forfeiture of money, banishment from premises, probation, suspension or expulsion. This applies to MSA officials as well.
- Fighting will result in a minimum of a two race date suspension and driver will forfeit any money earned that night.
- A second offense will result in a twelve month suspension from date of incident.
- Unsportsmanlike conduct toward an official and/or spectator is subject to a fine of \$250.00, and/or loss of points and pay for the event, and will carry the same penalties as fighting and/or may result in expulsion from the MSA.
- In the case a of suspension, if a number of race dates are handed out, rain-outs do not count.
- If money has been paid prior to an infraction of any kind and a penalty is assessed, the money **MUST BE** returned prior to any further competition with the MSA.
- Drivers and owners are responsible for the actions of their crews.
- Team members whose car is not on the scales, or in the work area....  
**HAVE NO BUSINESS BEING IN THOSE AREAS!**
- MSA can not control situations where the track ownership bans individuals from future events at their facility due to poor prior conduct at that venue, nor are we above the law if trouble escalates to that point.

# ENGINE SPECIFICATIONS

## **BLOCK**

- A. Any 350 c.i. stock iron block that was available in a GM passenger car or truck.
- B. Any 351 w c.i. stock iron block that was available in a Ford passenger car or truck.
- C. High performance cast iron blocks including but not limited to those manufactured by G.M., Ford or Dart will be permitted. If these high performance blocks are used no weight reduction machining on the block is allowed.
- D. Maximum cubic inch not to exceed 360.
- E. GM 604 Crate engine may be used, but must follow and maintain all Wisconsin WingLess series engine rules.

## **CRANKSHAFT**

- A. 350 c.i. O.E.M. or O.E.M. replacement (Stock specifications) 3.48" stroke - iron or steel for GM engines.
- B. 351 w c.i. O.E.M. or O.E.M. replacement (Stock specifications) 3.50" stroke- iron or steel for Ford engines.
- C. No knife edge.
- D. No weight reduction except as required for proper balancing.
- E. No offset grinding for stroke alteration.
- F. No light weight cranks
- G. No undercut counter weights (except rear counter weight can be cut to fit coupler)
- H. No drilled centers on main bearing journals. No billet steel.
- I. Wet sump oiling system only, pump must be in oil pan. Oil pan inspection plug is required. Either a 1-in. pipe thread fitting or a # 10 AN fitting. Plug must be located so crankshaft and rods are visible with a bore scope and can not be obstructed by a windage tray. Plug must be accessible with engine in car.

We recommend that the inspection plug be located on the left side, centered with the # 2 connecting rod.

Oil pan bolts will be sealed at tech inspection.

Removing pan may be required if further inspection is necessary.

### **RODS**

- A. Any steel 5.7 or 6.0 long for GM products.
- B. Any steel 5.956 long for Ford products.
- C. No titanium/No aluminum. No titanium bolts or nuts.

### **PISTONS**

- A. Any 12 to 1 compression max for all makes. A .3 tolerance is allowed.
- B. No titanium.
- C. +.060 Diameter bore enlargement for wear repair as required.

### **CAMSHAFT**

- A. Solid lifter only.
- B. .555 max lift at valves.
- C. Only lifters of engine make can be used.
- D. No roller cams.
- E. Steel push rods only.
- F. Roller rockers are allowed
- G. Timing chain, belt or gear driven permitted.

### **CYLINDER HEADS**

- A. World Products Sportsman II angle plug No. 1115 (Chevy) and World Products 351 w cylinder head No. 5304 (Ford).
- B. 64 cc, 2.02/1.60 valves.
- C. Stock as manufactured - No porting or polishing allowed
- D. No combustion chamber modification.
- E. No angle milling. Standard cylinder head reconditioning procedures are allowed including head resurfacing to correct warping ,valve guide reconditioning, and vale seat reconditioning.

All repair work done on valve seats must not extend more than ¼ inch away from the valve seat.

F. Titanium valve retainers are allowed.

## **INTAKE**

A. 8 port fuel injection, 2-3/16" maximum diameter i.e. Hilborn, Crower, Kinsler, Engler.

B. Larger diameter injectors are allowed when used with 2-3/16" diameter reducers. 2- 3/16" diameter section must be a minimum of 3" long.

C. Injection unit shall have one shaft operated butterfly per cylinder. Bore and butterfly must be round.

D. Only one injector nozzle and one injector line per cylinder which must be in the injector casting.

E. No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting holes will be allowed.

F. No slide, barrel type, throttle body or plenum style injectors allowed.

G. No timed fuel injectors or Electronic fuel injection will be allowed.

H. Front intake bolts to timing cover bolt will be sealed at tech inspection.

## **IGNITION**

A. Vertex original style magneto only.

B. No external coils will be allowed.

C. No traction control or rev limiter devices of any kind are allowed.

## **EXHAUST - HEADERS:**

A. HEADER TUBE 1 3/4" outside diameter maximum.

B. The following exhaust headers are required: Schoenfeld 1054L, 1014L, 1024L for Chevrolet, Ford equivalent to these numbers.

C. No step headers. No Tri- Y headers.

D. One collector per side. No merge collectors or slip on collectors.

E. No modification to header except to make room for mufflers.

F. At Tech Inspectors discretion, muffler or collector may be cut off to look for modifications

G. No heat coating.



## **MUFFLERS:**

- A. Mufflers are mandatory at all tracks, Schoenfeld 112535 required.  
Mufflers may not be altered.
- B. Mufflers must be welded on or through bolted.
- C. If a car loses a muffler, it will be black flagged.

## **FUEL**

- A. Methanol only. No performance enhancing additives allowed.  
Upper lube additive only. No gas.
- B. Fuel cell must be of one piece construction of cross-link polyethylene plastic. No modification allowed.  
Fuel Bladders are mandatory.
- C. A manual fuel shut-off valve within reach of the driver is mandatory.
- D. A shut-off valve on the main fuel line at or near tail tank is strongly recommended. Automatic valve is not permitted.

## **GENERAL**

- A. No titanium parts other than valve spring retainers
- B. No flammable liquids or anti-freeze allowed in cooling systems.

## **Car Construction Guide - Chassis Specifications**

**Cars must resemble traditional sprint car design. Anything different (including chassis, body panels, bumpers, nerfs, etc.) must meet pre-approval from MSA Officials prior to competition. Any car deemed unsafe by MSA Officials will be denied competition at any time, including attempting to re-enter the track from the work area.**

### **Chassis**

- A. The following measurements are minimum suggested material:  
4130 normalized steel. T.I.G. welded.  
Top Rails 1-1/2" x .095"  
Bottom Rails 1- 3/8" x .095" or 1-1/2" x .083"  
Roll Cage Uprights 1-3/8" x .083"

Roll Cage Top Cross Member 1-1/2" x .095"

Upper Rails 1-3/8" x .083"

Rear End Safety "Butt" Bar Mandatory 1"x .083" or 1" X .065"

Brace 1" x .065"

Wheel base no less than 83" and no more than 90".

- B.** All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurement will not be allowed at the discretion of Series Officials. These additional bars will be minimum 1-3/8" X .083" 4130 normalized steel or equivalent material. Left and right side support bars may be one of the three designs below. Left and right side support bars do not have to be of the same design.

**Left and right side support bars may be one of the three options:**

**Option1:** Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram #16.12.1 on last page of rules.

**Option2:** Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.3/8" X .083" 4130 normalized steel or equivalent material). See Diagram #16.12.2 on last page of rules.

**Option 3:** A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment.  
See diagram #16.12.3 on last page of rules.

**C.** Slip joints will not be allowed in any form. Bolted or clamped slip joints will not be allowed. If a current chassis has a slip joint, it must be welded the full circumference of the tube.

## **WEIGHT**

**A.** Minimum weight is 1575 pounds including the driver.

**B.** The Competition Director may weigh any car at any time.

**C.** Weight violation will result in disqualification from that specific event. First A-Main violation will result in loss of points and pay for that race. Subsequent violations will be treated as a major violation

**D.** Car may cross the scales three times. Twice as directed by the Scale Official. Once by Driver's choice.

**E.** No bolt on weights. No filling of nerf bars or bumpers.

**F.** Cars designated and/or directed to be scaled must go directly to scale area. Failure to do so may result in disqualification from that event.

**G.** Cars too badly damaged during an event may be exempt from scaling, without penalty, at the discretion of the Competition Director.

## **WING**

**A.** Top wing is mandatory. 25 square foot cage mount maximum.

**B.** Only one driver actuated wing slider mechanism allowed on top wing, allowing adjustment forward and backward only.

**C.** Industry standard only.

**D.** Wicker bill maximum height is 3".

**E.** 2' x 3' nose wing (optional). The nose wing shall be mounted such that the leading edge is less than 21" from the front axle (at start of race ).

**F.** No vent holes, dimples, ridges, rudders, foils etc. are allowed anywhere on Top or Nose wings. No split or bi-wings allowed.

**G.** Carbon fiber nose caps are allowed on Top and Nose wings.

## **WHEELS**

- A.** Wheels must be steel or aluminum.
- B.** Front 8" wide maximum, beadlock optional.
- C.** Left rear 15" wide maximum, beadlock optional,
- D.** Right rear 18" wide maximum, outer beadlock required,
- E.** Back-spacing for rear wheels- 4", minimum, 6" maximum. Back-spacing is defined as the distance between the mounting surface for the hub (to the inner wheel) and innermost wheel flange lip.
- F.** Valve stem only - no pressure regulators or bleeders
- G.** Any hub style.
- H.** Wheel covers must have a minimum of 5 dzus points, anything less than 5 must be bolted. **All** fasteners must be steel.  
Wheel covers allowed on right side wheels only.  
Damaged wheel covers will be confiscated. Wheel covers that are lost from a car while on the track will not be returned.

## **TIRES**

- A. American Racer** manufactured tires required on all cars including Wisconsin WingLess series cars.

Left rear 28.0x15.0 -- SD30	28.5x15.0 --SD30
29.0x15.0 -- SD30	30.0x15.0 --SD30
30.5x15.0 -- SD30	
- B.** No softening agent or tire prep chemicals allowed. MSA will have a procedure for testing tires, See an Official for details.
- C.** No altering or defacing of manufacturer's markings allowed
- D.** Driver is responsible for tires being legal.
- E.** An illegal tire will be considered a major violation.

## **GENERAL**

- A. FRONT AXLES:** Steel axles only. Minimum sizes 2 ¼ x .120, 2 3/8 x .095, 2 ½ x .095.
- B.** Approved SFI 55.1 axle tether systems are mandatory.  
All axle tethers are required to attach to the front engine plate post or

the rear bolt of the front radius rod, NOT the radiator post and will either wrap around or clamp to the axle.

Systems must include a kingpin to kingpin tether that will attach to the axle clamp/band. Tether systems must be attached per mfg specs.

**C.** Drag Link and Tie Rod must be made of 4130 steel a minimum of 1"x.058" w/ Magnetic Steel Rod End .

Drag link must be tethered to frame.

Steel Left Front Radius Rod and Rod Ends are recommended.

**D.** All radius rods shall be constructed as a solid piece of round tubing.

Devices that are designed to change the length of a radius rod in any way while the car is moving will not be allowed. Items such as, but not limited to springs, air chambers and/or shock absorbers will not be allowed in any form on radius rods.

**E.** Rock screens are required in front of driver with no larger than 2"x2" openings. Minimum wire diameter of screen to be 3/16".

**F.** A fully enclosed fire wall must separate driver from engine compartment, Floor pans in driver compartment mandatory.

Foils or wedges underneath the car are not allowed.

**G.** Torsion arm and stop retainers are required on both sides of front torsion bars and recommended on rear.

**H.** No driver activated weight or shock controlling devices.

**I.** No additional anti roll/weight transfer bars are allowed.

**J.** No Traction Control or Rev Limiter devices of any kind allowed.

**K.** No Mirrors, Radios, or Electronic Communication Equipment of any kind allowed.(except for RaceCeiver radios)

**L.** No on-board computers, or any computer adjustable devices are allowed. No data acquisition systems allowed. No vehicle positioning systems of any kind (GPS etc.) are allowed.

No cellular, satellite and/or Wi-Fi devices of any kind in or attached to the race car or the driver's person (including, but not limited to cell phones or smart watches) are allowed.

**M.** Carbon fiber wing caps, shock covers and air boxes are allowed

**N.** No titanium except valve spring retainers.

## **BRAKES**

- A. All cars must be equipped with a minimum of two brakes, one front and one inboard rear.
- B. No carbon fiber or titanium rotors.

## **DRIVE LINE**

Drive lines must be completely enclosed. A steel torque tube hoop is mandatory (Magnet must stick). Carbon fiber torque tubes are not allowed. A U-Joint blanket/guard is highly recommended.

## **BUMPERS & NERFS**

All rear bumpers must be steel, minimum 1" x.065". All left and right side nerf bars must attach to the chassis at 3 points.

## **BODY APPEARANCE**

- A. All panels shall be sprint car appearing and must resemble a traditional Sprint car.

Right side body panels must have a minimum opening of 10"x 21".  
Maximum distance from frame is 7"

- B. Carbon fiber body panels and hoods are allowed.

## **CAR NUMBER DESIGNATIONS**

- A. Cars must have a unique one, two, or three digit numeric-alpha designation on both sides of wing.
- B. Car number is to be displayed on the front surface of the top wing, to the left. Minimum 4" lettering,

## **RaceCeiver Radios:**

A working Raceceiver is mandatory. Drivers are required to use them any time they are on the racetrack. RaceCeiver radios are for communications between Officials and Drivers only.

## **TRANSPONDER SCORING:**

Transponder must be mounted on the right side of the lower rear bumper tube.

# **DRIVER APPAREL, SAFETY EQUIPMENT**

**DISCLAIMER:** Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

**A. Seats:** Must be used and installed following instructions provided by the seat manufacturer. Must be bolted to chassis. No Dzus buttons.

Full containment seats with FIA and/or SFI rating **STRONGLY RECOMMENDED**. All seats are **STRONGLY SUGGESTED** to meet SFI 39.2 specifications.

Approval of the design and construction of the seat will be at the discretion of MSA officials. If the left side surround is 7" or less measured from the back of the headrest, then a side net meeting SFI 37.1 must be installed with quick release latch. A minimum left side surround of 4" is required.

**B. Seat belts:** Each car will be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system, and be within the 2 year expiration date from manufacturer. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. Seat belt material should not be allowed to come in contact with any sharp or metal edge, including where the belt passes through the seat.

**C. Helmets:** Snell SA2015 or newer required.

**D. Head and Neck Restraint Systems are mandatory.** Devices must meet SFI 38.1 specs, and be installed and used per manufacturer's instructions.

**E. Arm Restraints** Are mandatory.

**F. Driver's Suit:** Should be constructed of multi-layered fire retardant material of SFI rating 3.2A/5 or above.

**G. Fire retardant:** gloves and shoes are mandatory, SFI 3.3

Nomex (or equivalent).

Underwear, socks, head sock and/or helmet skirt are also  
**STRONGLY RECOMMENDED.**

All driver's safety equipment shall be no more than two years old.

Driver's suit no more than 5 years old. Driver's suit, gloves, and shoes must be free of rip, tears, fraying and holes. Equipment must be SFI rated subject to the discretion of tech or safety personnel.

Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.

A WoO approved **SFI 17.3** fire suppression system is recommended. Only approved systems will be allowed and must be securely mounted to the frame per the manufacturer's instructions and the discretion of MSA Officials.

## **TRACK PROCEDURES AND GUIDELINES**

### **DRIVER REQUIREMENTS AND RESPONSIBILITIES**

**A.** Driver is responsible for anyone signing in under his/ her car.

**B.** Driver is responsible that car is legal (complies with all MSA specifications).

**C.** Drivers **involved** in a red or yellow must remain **with** their car, until instructed otherwise by a MSA official or safety crew (not wrecker or push truck drivers).

Drivers **not involved** in a red or yellow must remain **in** their car unless instructed otherwise by a MSA official. Failure to do so may result in a disqualification.

**D.** Any driver who stops his/her car on the track to protest or initiate an argument will be disqualified.



## **DRIVERS MEETING**

- A.** It is required for drivers to attend the meeting. If for some extraordinary reason they can't, a team representative must. It is the Drivers responsibility to pass along all pertinent information from the meeting to their crews.

## **TRACK PACKING**

- A.** All cars must assist in track packing (unless track officials designate otherwise).
- B.** Failure to pack track may result in driver starting at the rear of all races.

## **QUALIFYING**

Time trials will be done during hot laps in most cases, with groups determined by pill draw. Cars **MUST** hot lap/Qualify in their respective Heat Race group in which they have drawn. It is the teams responsibility to make sure transponders are charged and mounted. If a car fails to get a time or misses their session, those cars will be placed at the rear of their heat.

### **Line-ups -When Qualifying**

**A.** Number of heat races:

- Two heats when 20 cars or less
- Three heats when 21-27 cars
- Four heats when 28-40 cars
- Five heats when 41 or more cars

**B. Heat Race Line-ups**

Heats will be lined up based on qualifying times in each heat race group, inverting four. Fastest qualifier in each group will start outside the 2<sup>nd</sup> row of their heat race. The number of cars transferring to the A Main ( top 4 or 5) will be determined by total car count and number of heats.

### **C. B-Main Line-ups**

**Single B-Main when there are 32 cars or less.** Cars are lined up according to qualifying time, fastest qualifying non transfer car starts on the pole. The top 6 or 7 (based on number of heats) will transfer to the rear of the A-Main in the order they finish.

#### **Two B-Mains when there are 33 cars or more.**

Fastest qualifying non transfer car starts on the pole of B-Main 1, second fastest on the pole of B-Main 2 and so on, the top 3 from each B-Main will transfer to the rear of the A-Main.

### **D. A-Main Line-up**

Top 15 or 16 cars transferring to the A Main by heat race finish will be lined up by qualifying time, with a 4, 6, or 8 car invert.

## **Line-ups when not Qualifying (passing points will be used)**

**Number of Heats:** Will be the same as when qualifying.

**Heat Race Line-ups:** Will be determined by pill draw, with #1 on the pole of heat #1, #2 on the pole of heat #2 and so on.

## **PASSING POINTS**

Heat race winners receive 55 points, 52 points are awarded for 2nd, 49 for 3rd, and so on. In addition, competitors are awarded 2 points for each spot they gain from their assigned starting spot and will be penalized 2 points for each spot they lose from their assigned starting spot. (the assigned starting spot is where they were on the original green flag start). So if someone starts 8th in their heat and finishes 2nd they earn 64 points (52 for finishing 2nd plus 12 for moving up six spots).

Ties in passing point totals are decided by which driver received those points first (someone in heat 2 would be ahead of someone in heat 3).

## **A-Main Line-up when not qualifying.**

The top 16 drivers in total passing points from the combined heats transfer to the A- Main. The top 10 will make up the front 5 rows. High point earner starts with an invert of 4, 6, or 8 in the A-Main. Cars 11 through 16 will start in the 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> rows of the feature straight up according to points earned.

## **Alternates and Scratches**

If a car that is qualified for the A-Main drops out before the field has lined-up, the alternate may join the race .

When the pole car gets the One-lap-to-go-signal, no new cars will be added to the line-up even if a lap has not been completed.

The alternate for the A-Main will be pushed off with the A-Main field and will participate in the parade laps at the back of the field.

If all A-Main cars answer the call and are pushed off and running, the alternate will be waved off at the one lap to the green signal. If someone that is qualified for the A-Main fails to make the call, the rows will cross over to fill the vacancy and the alternate will start on the last row.

The 1<sup>st</sup> alternate will be the 1<sup>st</sup> non-transfer car from the B- Main the next alternate will be the 2<sup>nd</sup> non-transfer car. If two B-Mains, the 1<sup>st</sup> alternate will be the 1<sup>st</sup> non-transfer car from B-Main #1, the 2<sup>nd</sup> alternate will be the 1<sup>st</sup> non-transfer car from B-Main #2.

**Scratches-** If a car drops out of any race the remaining rows will be crossed over to fill the vacancy.

A driver that scratches after taking a green flag in their heat race and cannot start the B-main will receive B-main starting money.

## **STARTS**

**A.** The pole car will set the pace, and the front row will bring the field to the designated start area (cone, white line, etc.) side by side, exiting the fourth turn at a moderate pace.

The cars must remain side by side and nose-to-tail until the race is started in the designated start area. When this spot is reached the flagman will wave the green flag, the race is underway, and cars may start passing.

**B.** If the front row can't work together and get a even start at the designated start area, the offender or offenders will be moved back one row after failing the second attempt, and will go to the rear for failing a third attempt.

If a car further back gets out of line (side by side or nose to tail) as the front cars accelerate before the green it will be considered a jump and result in a two position penalty even if no cars were passed.

The two position penalty will be assessed at the next yellow or red, or at the conclusion of the race whichever comes first. This will apply to restarts also. Failure to move back the two positions as directed will result in a black flag penalty.

## **RESTARTS**

**A.** When the yellow flag is waved, pull up to the car directly in front of you, whether it is lapped or not, and form a single file line, nose to tail. All lapped cars will go to the rear of the field on any restart and will remain on the lead lap if not down more than one lap.

**B.** A split scoring system will be used. In the instance there is a caution after the leader has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the position in which they crossed the scoring line. Those cars that have not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap.

C. Failure to get into a single file line so the officials and scorers can check or realign the field, or passing on the yellow may result in a penalty or disqualification.

**D. Double file restarts:** race officials will signal one to go and the field will form up double file with the leader starting alone in the front row, 2<sup>nd</sup> position in the 2<sup>nd</sup> row inside, 3<sup>rd</sup> position in the 2<sup>nd</sup> row outside.. and so on.

The cars must remain double- file and nose-to-tail until the race is started in the designated start area. The race leader sets the pace and is the control car.

The race leader restarts the race. Once the leader starts the race it is started for the entire field. Cars not double- file and nose-to-tail will be penalized two positions even if no cars were passed.

The two position penalty will be assessed at the next yellow or red, or at the conclusion of the race whichever comes first.

Failure to move back the two positions as directed will result in a black flag penalty.

**F.** If the yellow flag is waved on the **White flag lap of a heat or B-Main**, there will be one attempt at a Green/White/Checker finish. This will be a single file restart. The one attempt will start when the leader takes the green flag at the start/finish line.

**If the yellow flag is waved during the last 5 laps of the A-Main there will be a single file restart.**

If the yellow flag is waved on the White flag lap of the A-Main, there will be one attempt at a Green/White/Checker finish.

This will be a single file restart. The one attempt will start when the leader takes the green flag at the start/finish line.

**G. Single file restarts:** A single file restart may be implemented at any     time by officials. **All cars need to go SINGLE FILE, NOSE TO TAIL on the outside of the cone before passing cars.**

Anyone knocking the cone down, going inside the cone, or passing before the cone will be penalized 2 positions. If the leader hits the cone or goes inside it, there will be a restart and the leader will get a two position penalty.

A car other than the leader hitting the cone, going inside of it or passing before the cone will result in a two position penalty at the next restart or the end of the race, whichever comes first.

**H.** On-and-off the gas tactics will result in a two position penalty.

Race official will signal 1 lap to green. As the leader exits the fourth turn he may fully accelerate

**I.** If a car further back gets out of line (nose to tail) as the lead car accelerates before the green it will be considered a jump and result in a two position penalty even if no cars were passed.

The two position penalty will be assessed at the next yellow or red, or at the conclusion of the race whichever comes first.

Failure to move back the two positions as directed will result in a disqualification from that event.

## **DRIVER/ CAR SWAPPING**

**A.** If change occurs after the pill draw, the new car/driver combination will start last in their heat.

**B.** No driver can qualify more than one car.

**C.** A driver may race a car other than the car they qualified, but the original car will be scratched for the remainder of the events.

**D.** The new car/driver will be paid and any/all points for the program will go to the driver.

**E.** The new car/driver combination will start at the rear of the next event the car was scheduled to start in.

**F.** A driver can not start the A-main in a car he himself did not transfer into the A, either through a heat or the B-main.

**G.** Once the initial green flag of any race waves, even if a yellow or red flag comes out prior to completing a lap, no car/driver changes will be allowed for that particular race.

**H.** A new car/driver combination occurring before competition begins (qualifying or, heat race when not qualifying) can occur with a late arrival car.

### **TWO YELLOW RULE**

Any driver who causes two **unassisted** yellows in any race will be disqualified from the remainder of that race. Two **unassisted** yellows in qualifying will disqualify the car from that event, The car will keep any times earned.

### **360 SPIN**

When a car does a 360 spin the yellow flag will be waved. If this occurs on the first lap the original line up will remain with the spinning car restarting at the rear of the field. The spinning car will always be restarted at the rear.

A driver failing to move to the rear will be blacked flagged, and has 1 lap to leave the track, or will be disqualified from the remaining events.

\*If the Spinning car is running at the tail of the field and does not interfere with any other car, the race may not be stopped.

### **ONE PUSH OFF PER RACE**

You are allowed one good push-off prior to the start, or restart of any race. If you require a second push-off, you will go to the tail.

Exceptions may be made to this rule at the discretion of the Competition Director.

In the event a car receives damage from a push truck, they will receive five minutes in the work area to make repairs and will get their spot back in the line-up. The rest of the field will be red flagged.

### **NO WORKING ON CARS ON TRACK DURING RED FLAG**

**A.** Crew members are not allowed on the track without permission from a race official. If a crew member goes on the race track the car will be disqualified from that race.

- B.** Drivers are not allowed to work on cars during a red flag and must remain in their car. Failure to do so may result in a disqualification.
- C.** A Refueling Red will be shown 50 laps after the initial green flag. This may be adjusted at the discretion of race officials.  
If a “Refueling Red” has been declared, 2 people per car are allowed on the track. No 4-wheelers allowed on the track.  
Violation will result in the car going to the back on the restart.
- D.** Under the red flag, a driver may request the work area and the car may be taken to the work area when the track conditions go from red to yellow.

### **WORK AREA/ PITS**

- A.** During the A-Main and B- Main two minutes in the work area will be granted to any car or cars causing or being involved in a race stopping incident.  
However, the two minutes will not be granted during last five laps of any race.  
The two minute clock starts when the car, or last car in multiple car incidents, arrives in the work area. The work must be completed within the two minutes AND appear safe for restarting in the opinion of MSA work area officials. Any car returning to a race from the work area which purposely causes its’ own yellow in hopes of returning to the work area to further repair car will be not be allowed to restart.  
If the work area clock has been started, and another car should then enter the work area, that additional car(s) will not be given two minutes of its own, but only be granted the remaining clock time of the original work area car as it is not that car’s yellow.  
There is no work area clock prior to the initial start of any race, cars must be ready to start the race when Officials are ready.
- B.** Cars may return to the track until the leader is given the one lap to green at the designated starting spot in turn four.
- C.** The returning car will restart at the rear of the field.



- D.** A car that tips on its side or rolls over cannot restart the same race unless approved by a MSA official.
- E.** If multiple cars are involved in an incident and cannot restart, they will be scored in the order of the last completed lap under green, or the original line-up if the incident is on the first lap. A car clearly causing the incident will be scored last among the cars involved.
- F.** When a driver is disqualified, the pay (if any) for that position is forfeited to the point fund. Drivers finishing behind the disqualified car will move up in position and points but not pay.
- G.** The disqualified driver does not lose position for prior races in the event, just points.

## **FLAGS**

- A. GREEN-** Indicates racing conditions.
- B. YELLOW-** Indication of caution on the track. Do not pass; pull directly behind the car in front of you, Single file, nose to tail, for line-up direction.
- C. RED -**Indication of a serious condition on the track. All cars must STOP immediately upon display of the red flag or light. Any car passing a crash site under red flag conditions will be disqualified from the remainder of the race. Exceptions will be allowed for cars unable to avoid the accident location, at the discretion of the Competition Director.
- D. WHITE-** Indication of one lap to go to complete the race.
- E. CHECKERED-**Indication of the completion of the race.
- F. BLACK-**Indicates a mechanical problem with a car or a problem with a driver. Car must leave the track and return to the pits without causing a yellow within one lap of the flag being displayed. The car will be scored out of the race at the time the black flag is displayed and will receive points and pay for that position.

Failure to leave the track will result in disqualification from all races for the remainder of the event, all points and pay will be forfeited for the event.

If the black flag is displayed during a yellow you may attempt to remedy the issue in the work area if there is a mechanical problem with the car.

- G. YELLOW/CHECKERED** (both) or **RED/CHECKERED**(both)  
Indication that a race has been called as complete due to time constraints, weather or track conditions, while track is under yellow flag or red flag conditions.  
Finish will be scored as the last completed lap under green.
- H. CHECKERED/YELLOW** -An incident has occurred on the track after the checkered has been shown to the leader. The cars crossing the line prior to the yellow being waved will be scored as finished, the remainder of the field will be scored back a lap, except for the cars involved in the incident, which will tag the last scored lap.
- I. CHECKERED/RED** -A more severe incident has occurred on the track after the checkered has been shown to the leader. Cars must stop immediately and follow normal red flag procedures.  
The cars crossing the line prior to the red being waved will be scored as finished, the remainder of the field will be scored back a lap, except for the cars involved in the incident, which will tag the last scored lap.

## **RULES ENFORCEMENT AND VIOLATIONS**

### **MAJOR VIOLATION**

- A.** Involves engine, traction control, driveline, wheels and tires.
- B.** Driver and car will lose that nights points and pay.
- C.** A second major will result in loss of all season points and that nights pay.
- D.** A third major will result in loss of all season points, that nights pay and suspension for the remainder of the calendar season.

## **MINOR VIOLATION**

- A.** Must be corrected by the next race and approved by a MSA Official.
- B.** Two minor violations for the same reason during one season will become a major violation.

## **CAR INSPECTIONS/ TECH AREA**

- A.** Only the driver and one crew member allowed in the scale/tech area.
- B.** The Competition Director has the option to inspect any car at random from any race.

### **C. Inspections prior to racing.**

All cars must be inspected and in compliance before competing.

If circumstances occur that prevent a car from being inspected prior to competition, the Competition Director may elect to allow the car to compete with the understanding that no points or pay will be awarded until after inspection is completed.

Arrangements must be made to have the car inspected within 30 days or any pay being held will be forfeited to the MSA.

### **D. Inspections after the A-Main race.**

A-Main winner will be checked each night.

Additional cars at random from the A-Main will be checked.

If a car fails the post race inspection, it is disqualified with no points or pay for that event. Major violation failure will result in enforcement of Major Violation penalty.

- E.** The Competition Director has the right to impound any parts and/or equipment that are in question, for a reasonable amount of time, for the purpose of further inspection or testing.

- F.** A car that fails post race inspection may be impounded for additional inspection. The Competition Director will determine the time and location for inspection of the impounded car. Refusal by the competitor to comply with post race inspection and/ or possible impound is an automatic disqualification and will be considered a major violation.

## **PROTEST**

- A.** Any non-engine component/\$100 - If legal money goes to car protested - if illegal protester gets his money returned.

- B.** Car filing a protest must have competed in the same race as the car they are protesting.
- C.** Protest must be made with money to the Competition Director within five minutes of races conclusion.
- D.** A specific rule violation must be stated at time of protest.

**ON TRACK CONDUCT** In any and all situations the Competition Director/Flagman have the final decision.

**ATV's IN THE PITS AND OTHER SUPPORT VEHICLES**

- A.** Excessive speeds and/or dangerous maneuvers are not allowed.
- B.** The car number the ATV is supporting must be clearly displayed on the ATV in a location that is easy to read.
- C.** ATV's must have the headlight turned on when moving in the pits.

## POINTS AND AWARDS

Championship points earned each race program will be awarded to the car/car number. If a car changes drivers during any race program, points then will be awarded to each driver of that car, but only the points he/she earned during the event they competed in.

96 possible points per night: 64 A-main, 16 heat, 6 qualifying, 10 appearance

- A. Appearance:** 10 points for appearance and 1 lap under own power.
- B. Qualifying:** Top 6 in each qualifying group receive points.
- C. Heats:** All positions receive points.
- D. B-Main:** Cars transferring to rear of A-main do not receive B-Main points.
- E. A-Main:** If more than 22 cars start the A, positions 23 and down receive 26 points each. In cases where promoter chooses to add cars to the A-main, and makes the decision after the beginning of the B, those additional cars race for money only and do not receive any A-main points.  
An A-main car that misses the line-up will receive 26 points.

## RAIN-OUTS

When an event is declared rained-out at the Drivers' Meeting, each driver in attendance will receive 30 appearance points and the event will count towards season attendance.

## INCOMPLETED RACE

- A.** In an event where the feature race has taken a green but is stopped before its scheduled laps are completed, cars that dropped out of the race for any reason will be scored in the position they dropped out. They will receive the points and pay for that position. All cars running will receive equal points and pay. The total amount of pay and points will be divided by the number of cars running.
- B.** If the A-Main is not started at all, points and pay will be divided equally.
- C.** If half the scheduled laps are completed it will be considered a completed race.

## Point Breakdown

<b>A-Main</b>	<b>Single B-Main</b>	<b>Two B-Mains</b>	<b>Heat Races</b>	<b>Qualifying</b>	<b>Consolation Race</b>
1. 64	1. 0	1. 0	1. 16	1. 6	1. 0
2. 62	2. 0	2. 0	2. 14	2. 5	2. 0
3. 60	3. 0	3. 0	3. 12	3. 4	3. 0
4. 58	4. 0	4. 26	4. 10	4. 3	4. 0
5. 56	5. 0	5. 24	5. 8	5. 2	5. 13
6. 54	6. 0	6. 22	6. 6	6. 1	6. 12
7. 52	7. 26	7. 20	7. 4		7. 11
8. 50	8. 25	8. 18	8. 3	Points	8. 10
9. 48	9. 24	9. 18	9. 2	for each	9. 10
10. 46	10. 23	10. 18	10. 1	Qualifying	10. 10
11. 44	11. 22	11. 17	11. 1	group	11. 10
12. 42	12. 21	12. 16	12. 1		12. 10
13. 40	13. 20	13. 15			13. 10
14. 38	14. 19	14. 15			14. 10
15. 36	15. 18	15. 15			
16. 34	16. 17	16. 14			
17. 32	17. 16				
18. 31	18. 15				
19. 30					
20. 29					
21. 28					
22. 27					

### Decal Policy

All MSA members will be given a packet of decals. These decals are from the supporters of MSA and must be placed on your cars in an area visible on photographs. You will be given replacement decals, if any are damaged or become unreadable for any reason. You will have one week from the time the replacement decals are given to you to replace them. If you don't have them replaced, that race night and any other night to follow, until you replace them, will not count towards the 85% of race nights needed for the year ending awards.

## #1 Support Bar

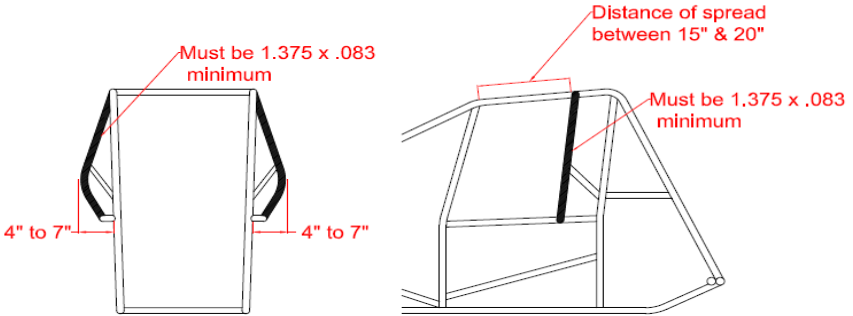


Diagram 16.12.1  
By Tom Devitt

## #2 Support Bar

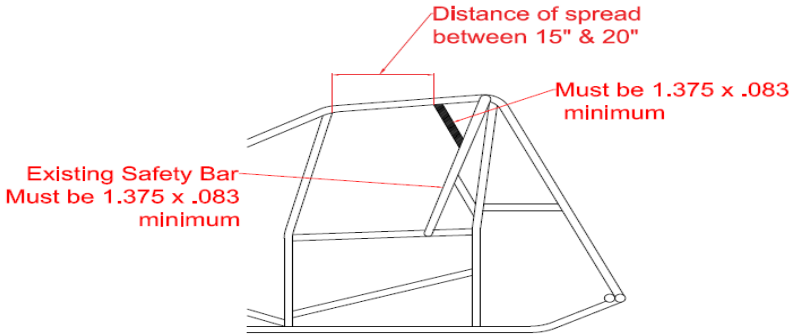
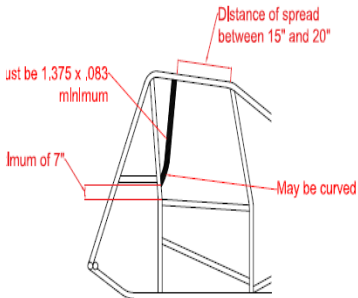
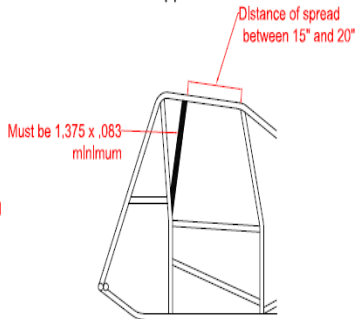


Diagram 16.12.2  
By Tom Devitt

## #3 Support Bar Curved Option



## #3 Support Bar



Drawing 16.12.3  
By Tom Devitt

