



2025 PROCEDURES AND RULES

UPDATED: FEB. 13, 2025

Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, officials, or others.

The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. Any visible equipment changes and/or performance enhancing changes to previously approved cars and/or equipment must be approved in writing prior to introduction into competition. The Midwest Sprint Touring Series reserves the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. ANY INTERPRETATION OF, OR DEVIATION FROM, THESE RULES IS LEFT UP TO THE DISCRETION OF RACE OFFICIALS. THEIR DECISION IS FINAL.

Situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by Midwest Sprint Touring Series Officials and these judgments will be final.

Amendments and or updates may be made to these rules at any time; no changes or additions will affect the intent or decisions based upon these rules prior to any amendments.

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Section 1: General Regulations/ Sportsmanship

GENERAL REGULATIONS

1. The Midwest Sprint Touring Series officials reserve the right to suspend, disqualify, bar, and/or fine (with payment required for their return) any participants who, in their discretion, are engaged in misconduct that is deemed not to be in the best interest of the Midwest Sprint Touring Series.
2. Each person entering the pit area is expected to conduct themselves in a sportsmanlike manner on and off the track. Such as:
 - a. Fighting and/or threatening behavior will NOT be tolerated. Punishment may be up to 5 years.
 - b. Illegal drugs, drug paraphernalia or weapons are not permitted.
 - c. All signage on race cars shall be in good taste. Profanity and indecency will not be tolerated.
 - d. Foul language will not be tolerated during public address interviews.
3. Absolutely NO alcohol use is allowed in the pit area until after the racing event is completed.
4. The scoring booth and/or flag-stand are off limits to everyone other than designated officials. In the event of any question regarding scoring decisions, the questioning driver and/or owner may be invited into the MSTS command center trailer upon completion of the nights event for an explanation.
5. All drivers are required to be equipped with a fully functional Raceceiver and transponder.

SPORTSMANSHIP

Drivers/owners are responsible for the actions of your crews.

Being in the other competitor's pit area or tech area without a car present for tech or scales is considered at fault. In an effort to curtail the incidents with MSTS, the following system of penalties will be in force:

- Threatening or obscene gestures aimed at an official or a competitor \$100.00 to \$500.00 fine.
- Foul language directed at an official or a competitor \$100 to \$750.00 fine.
- Any driver who exits their car and approached another driver on a live racetrack may be subject to a \$1000 fine and /or suspended for two calendar weeks at MSTS events. This also includes family and crew members entering a live racetrack.
- Rough driving \$100 to \$500 fine, this includes unapproved push offs onto the speedway.
- Fighting in pits \$200 to \$2000 fine
- Pushing, shoving or assaulting an official \$500 to \$2000 fine and immediate two-week suspension.

- Disqualification and/or suspensions may be an additional penalty in the case of flagrant violations. Disqualifications and/or suspensions will be for a specific number of race nights. Rain outs will not be included when a penalty involves a specific number of races. Probation periods may also be utilized.

Sportsmanship does not just pertain to activities at the track. As a competitor with MSTs you are expected to act professionally at all times. For that reason, the same principles and guidelines found in these rules apply to your activities online. Ultimately, you are solely responsible for the post online. Before creating online content, consider some of the risks and rewards that are involved. Keep in mind that any of your conduct that adversely affects MSTs, MSTs Officials, speedway and/or other competitors, may result in disciplinary action up to and including suspension.

1.1-Appeal of Fines –

Fines and/or disqualifications and probation periods will be at the discretion of the Race Director. You may appeal your case to the Management of MSTs. All fines must be paid before you can return to participation with MSTs. ANY CAR, TEAM OR DRIVER NOT MEETING MSTs SPECIFICATIONS OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND OR FINES IN LIEU OF DISQUALIFICATION. PENALTIES MAY RANGE FROM \$50.00 TO \$500.00 IN THESE INSTANCES.

SECTION 2: Event Procedures

2.1 Technical Inspection

The Midwest Sprint Touring Series reserves the right to inspect any part of any race car at its discretion. Any nonconforming parts or components may be held for further evaluation. If a part is deemed nonconforming, responsibility for proving otherwise rests with the team checked.

- Engines, chassis, suspension, ignition/electrical, tires, fuel may be inspected at any time.
- Fuel
- Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for competitive, and/or research data analysis.
- Officials may at any time inspect any car component entered for competition in any racing event.

2.2 Scaling Procedures:

Additional weight is permitted, but added weight must be mounted and fastened to the frame and/or chassis in secure manner. All additional weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. The addition of additional weight during a yellow and/or red flag condition will not be permitted. All additional weight must be painted white and have the car number on it in black numbers.

- The scales will be available and open to scale cars prior to hot laps at every event.
- All cars will be scaled/weighed after qualifying and/or heat race and/or feature. At least the top (4) cars will be weighed after A feature events. The minimum weight is 1425. with the driver, immediately after each race.
- C. Drivers will be instructed over the raceceiver if the scales are open for other feature events.
- If a car is found to be light during qualifying, then that car will be permitted to make changes. After those changes have been made that car will be permitted to take one lap at the end of qualifying and can earn no position higher than 13th in qualifying time trials.
- If a car is found to be light after its respective heat and/or qualifying race, see section 1 below.

- F. Any car that is found to be light after the A-Main, will be scored last, awarded last place points and receive last place money.
- G. Cars must proceed immediately to the scale area. Crew members and/or other race team personnel will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released.
- H. All drivers must remain seated in their typical racing position in the vehicle during the scaling process unless released by Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.
- I. If a car fails to meet the minimum weight requirements, or other scale violations, the following penalties apply:
 - a. Time Trials: The car is scored last in time trials
 - b. Heat Race: Car is disqualified from that event but remains eligible for the B main starting last.
 - c. Final Mains: Car is scored last

2.3 Format:

1. All member cars entering will pay an entry fee of \$20 per show payable at draw.
2. Non-member cars will be subject to a \$30 entry fee. Memberships are available for \$300 per season. Additional draw fee money does not count toward membership. Some events may not have a draw fee. **Membership must be completed and paid in full to be eligible for points payout and for contingency payments such as hard charger, hard luck and additional tow money bonuses.**
3. There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting. (Huset's and Jackson will use time trials and event points)
4. Raceceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a functioning Raceceiver. No two-way radios will be allowed.
5. Transponders are required for all MSTs events. Transponders are each team's responsibility. Tracks can charge rental fees. **Track/MSTs scoring is official.**
6. Qualifying heat races will be held at all events. Lineups are determined by random pill draw (when time trials are not used). It is the responsibility of the driver, or a team representative to be present for the draw. Any team that fails to draw 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.
7. The car count at the close of the drawing for qualifying heats will determine the number of heats to be run. The lowest number goes to the pole of the first heat race, the next lowest drawn number goes to the pole of the second heat, etc. Once pole position in each heat is filled, the next lowest number goes to the outside front row of the first heat, etc.
8. The passing point system will be used to determine starting positions in feature events (see below). The driver will receive points for passing as well as finishing position, with the eight drivers accumulating the most points from Heat Races redrawing for feature starting position. The remaining balance of drivers will go straight up by their passing point totals into "A" and "B" Feature(s).

	Start												
	1	2	3	4	5	6	7	8	9	10	11	12	
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0	
2	91.5	93.0	98.0	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0	
3	83.0	84.5	86.0	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0	
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0	
Finish	5	66.0	67.5	69.0	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
	6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
	7	49.0	50.5	52.0	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
	8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
	9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
	10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
	11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
	12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

- 9.
10. Any driver failing to draw for heat races or pack racing surface (when requested) will not receive passing points, but only points accumulated through finishing position in their heat race. In the event of a tie in passing points, the driver who first earned the points shall be aligned in front of any subsequent driver earning the same number of points (**tie goes to the early heat**). Passing points are figured on the posted starting grid.
11. Time Trials and/or a dash may be held at some shows.
12. Season points will be awarded as follows:

13. A FEATURE POINTS

Place	Points	Place	Points
1	50	13	38
2	49	14	37
3	48	15	36
4	47	16	35
5	46	17	34
6	45	18	33
7	44	19	32
8	43	20	31
9	42	21	30
10	41	22	29
11	40	23	28
12	39	24	27

- 25 points will be awarded to all drivers that take a competitive green flag but fail to qualify for "A" feature.
- 10 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.

Overview:

Midwest Sprint Touring Series Officials shall have full responsibility for safety rules and regulations enforcement at all events. At the discretion of the Race Director, and or Competition Director, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions. All race cars are subject to be inspected at any time. If a part is deemed non-conforming, responsibility for proving otherwise rests with the team being checked. Inspecting and affixing stickers to the vehicle and or parts of the vehicle by the inspector(s) shall mean only that the vehicle or parts is approved for participation in a competitive event shall not be construed in any way that the said parts are considered in any way guaranteed mechanically sound. Be it further declared that the inspector(s) shall not be liable, for any mechanical failures, nor for any losses or injuries resulting from the inspections.

Age requirements:

All drivers must be at least 14 years of age (with prior racing experience), Drivers under 18 years of age must have a signed and notarized parental consent form by the parents or legal guardians and said consent form must be in the hands of the Race Director before participating of said individual will be allowed. Speedway may also require form.

Driver's Meeting: All drivers must attend the driver's meeting. Any changes in the basic event night program due to car count, weather conditions and /or any other circumstances will be announced at driver's meeting.

Pace Car & Staging: A pace car/truck will be used (when available) as a means of grouping the race cars and pacing the field while the yellow flag is out. For the initial start the pace vehicle will leave its position and pace the field until it is assembled. Do NOT pass the pace vehicle unless instructed to do so. If you pass the pace vehicle you will start at the rear of that race. All cars must be in staging prior to the checked flag for the previous race. If applicable, a horn can be used to call cars to staging. This is a five minute horn. If a car is not present in staging at the end of the five minute horn, it is subject to penalty including loss of starting position or being removed from race. Cars will NOT be permitted to be pushed off once the Pace Vehicle has passed the flag stand with one lap to go or during any green flag situation. Any offending car will be automatically disqualified.

Work Area: Two minutes in the specific designated work area will be granted to any car causing or being involved in any race stopping event during any feature event. There is a work area for heat races, but NO guaranteed time is given during heat races. Cars will NOT be permitted to be pushed off once the Pace Vehicle has passed the flag stand with one lap to go or during any green flag situation. The work area will be closed after halfway point of all features. The two-minute clock starts when the car, or last car in multiple car accident arrives in the work area. The work must be completed within the two minutes and appear safe in the opinion of the work area official. Fuel may NOT be added while in the work area. There is no work area clock prior the initial start, or restart of any race. Cars must be ready to start race when race director is ready. Work area location will be announced during driver's meeting.

General Race Procedures:

- A. Competitors may stop on the track DURING any yellow flag situation to alert officials of an unsafe condition including, but not limited to, driver radio not working, debris on the track, incorrect lineup, driver's safety equipment malfunction maintain their running position.
- B. 360 Spin Rule: If the race director believes the situation to be unsafe or hinders other cars, a yellow will be called and the car performing the 360 will be put to the rear. If the race director does not believe the spin to be either unsafe or a hinderance to others, NO yellow flag will be called. If Race Officials declare a car spins to avoid a stopped car, that car will be given their spot back.
- C. Cars will NOT be permitted to be pushed off after the lights out signal has been given and the Pace Vehicle has passed the Flag Stand or during and green flag situation. Offending car will be automatically disqualified.
- D. Any car that is involved in two single car spins that are unaided will be disqualified from that event.
- E. Any car requiring a second push on start or restart of race will be placed at the rear of the field.
- F. Uncompleted Race: In an event where the feature race is stopped before it's posted lap completion, it will be deemed an official race if more than half the distance has been

completed. If a race is stopped prior to that point, All A main cars split the purse and each car receives the min. number of points for that race, unless the race is postponed.

- G. Back up cars are allowed prior to qualifying without changing qualifying order. Back up cars can be used in heat or B, though must start from the tail. Driver must race themselves into A main.
- H. All crew members must remain off the racing surface at all times while cars are on the track.

The Start: A white line, cone or some form of a marker will be used for all starts in turn four (4). Any car judged by the race director to have jumped the initial start will be moved back one row immediately. If it is not determined which car jumped, the entire front row will be sent back one row. A second violation will put the car to the rear of the field and a third to the pits.

- A. Drivers must take a green flag to get paid for the event.
- B. Cars must attempt hot laps in order to receive show up points and tow money.

Scoring: If all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. (first lap) Only the leader must be scored to complete any further laps including the checkered flag. Split yellows will be used for scoring, cars crossing the scoring loop before the yellow comes out will be scored on that lap. All cars not having crossed the loop will revert to the previous lap scored. Cars involved in the accident will tag the cars on the same lap they were running. Drivers are required to use Raceceiver radios for one -way line up communication from the scoring tower, a penalty can be issued for failure to use a radio.

Yellow Flag: All cars must maintain a controlled speed approximately that of the parade lap as soon as possible.

- A. No passing is allowed under a yellow flag.
- B. Cars directly involved in an accident, that is necessary to bring out the yellow flag, even on the first lap, will be aligned at the back of the pack. Cars involved in the yellow that are running on the lead lap will be realigned ahead of lapped cars.
- C. Any car stopping during or under a yellow flag for any reason other than by direction from an official or unless they spin to avoid hitting a stalled car will be realigned at the tail of the cars on the lap they were running on.
- D. Cars executing a 360 spin, causing a yellow and continuing will be blended in at the official's discretion.
- E. Cars losing a part and still moving, resulting in a yellow, will maintain their running position unless brought to the pits for repairs.
- F. If you cause two unassisted yellows in one event without contact or other cause, you will be sent to the pits.
- G. For any cautions after the initial green flag has been displayed and without completing a lap, the lineup will be adjusted as follows:
 - a. If a car drops out for mechanical reasons, the balance of the field shall move straight forward.
 - b. If two or more cars involved in the caution, then following cars will be criss-crossed.
- H. Any driver getting out of their car under yellow while still on the track will be disqualified.
- I. Designated Work Area:
 - a. Designated work area time is 2 minutes for features.
 - b. NO guaranteed time in work area for heat races.
 - c. No adding fuel in the work area
 - d. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind the cars that are on the same lap they are.

- e. NO guaranteed time in the work area past the half- way point of the feature.
- f. Courtesy time is for cars involved in the incident that brought out the yellow flag. If you come to the work area and were not involved, you are not guaranteed an additional two minutes.
- J. Lapped cars will be aligned at the rear of lead lap cars.
- K. After a yellow or red flag, the race will be restarted by the leader as he reached the cone, everyone must drive above the cone.
- L. Any competitor who strikes the cone or passes below or before the cone will be moved back 2 positions and then realigned at the rear a second time.
- M. NO cars may re-enter the race after the pace vehicle has passed the Flag stand with one lap until green.
- N. All races finish Green-White-Checkered

Red Flags:

- A. Absolutely no working on the cars on the track.
- B. Fuel may be added only during long “open” reds. Otherwise will result in disqualification.
- C. Short Reds – There will be no working on race cars.
- D. Long Reds –Crews will be allowed out by the sound of the air horn and/or Raceceiver.
- E. Fuel Red – Crews will be allowed 2 minutes to do anything except change tire or wheel or add weight.
- F. If you take your car directly to your pits it is considered scratched.
- G. Cars may not re-enter the speedway more than one lap down.
- H. The addition of bolt on weight during any red or yellow flag is not permitted.

Black Flag:

- A. When a black flag is displayed, the driver that flag is displayed toward must bring their car to the designated work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and it is able to return to competition, the car may only return to the track during a caution and/or red flag period.
- B. When the black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both driver and car are subject to disqualification.

White Flag: When the white flag is displayed, it signifies that the leader of the race and/or car has started the last lap of the event.

Checkered Flag: When the checkered flag is displayed, it signifies the completion of the race. Only the leader of the race that is on the track needs to cross the scoring line to signify the completion of the race. In the instance that a caution comes out after the checkered flag is displayed, split scoring will be utilized.

Standard MSTs Payout (MINIMUM)

Place	Pay
1	\$3,000
2	\$2,000
3	\$1,500

Place	Pay
9	\$650
10	\$625
11	\$600

Place	Pay
17	\$500
18	\$500
19	\$500

4	\$1,200
5	\$1,000
6	\$900
7	\$800
8	\$700

12	\$550
13	\$525
14	\$500
15	\$500
16	\$500

20	\$500
21	\$500
22	\$500
23	\$500
24	\$500

Section 3: Safety

3.1 General - These rules are intended to make racing as safe as possible. However, there is no guarantee that an incident will not occur even if you follow these rules to the letter. Thank you for your cooperation.

3.2- Electronics, Gauges and Dashes:

- A. Two-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted.
- B. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches)
- C. Antennas will not be permitted in or attached to the race vehicle or carried by the driver.
- D. All forms of a vehicle position system (GPS) will not be permitted.
- E. Only approved lap timing and or lap time recording devices (transponders-) will be permitted.
- F. Gauges to monitor engine conditions are permitted at the discretion of MSTs Officials.
- G. All Electric gages whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
- H. Electronic Dash Modules will not be allowed.
- I. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.
- J. All cars shall provide their own and be equipped with a transponder (for lap scoring).

Transponders shall be located on the right side behind the front torsion bar tubes on the vertical gusset and/or any other area determined by officials. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets. Transponders may be available for rent from the scoring official.

3.3- BOLTS No hollow or drilled out bolts anywhere.

3.4-SHOCKS- No cockpit adjustable shocks. No Electronically adjustable shocks. Only one shock per corner of the car. Only conventional and thru-rod style shock absorbers will be allowed. The only approved thru-rod stay shock is Penske PS-7700T

3.5 - TORSION BAR adjustments from the cockpit are not allowed. Torsion bar stop and arm locks are required on both front bars.

3.6-TORSION ARM STOPS-All cars shall be equipped with a torsion bar stop retainer system on both sides of the front torsion bar. Retainer may be rod type with a securing cap or insert with expanding mandrel.

Current approved:

1. Moose Block 1200 Retainer Kit
2. All Star Performance All Star 10730 Retainer

3. Maring Safety Retainer
4. Butlerbuilt Mandrel
5. KKR grove and clip
6. Kaeding Clip
7. DMI – _T-REX (Torsion Restraint Express System)

3.7-BATTERIES & RADIOS No batteries, other than those included in communications devices (RaceCeivers) are required, or in specific non magneto equipped engines. RaceCeivers or other approved one - way communication radios with Officials only are required. Radios must be in working condition and turned on. Failure to do so may result in penalties or disqualification.

3.8-NUMBERS – Those must be visible and neat in appearance. Numbers must be on both the left and right side of the tail as well as the side panels of the top wing. Wing letter minimum sizes, numbers must be at least 18 inches high and letters at least 12 inches high.

3.9 -BRAKES- Only steel, aluminum, titanium or carbon fiber brake rotors allowed. Cars may not race without working brakes.

3.10-WHEELS and wheel covers* Maximum right rear width is 18 inches and maximum left rear width is 15 inches. All must be steel or aluminum only. Wheel covers: it is highly recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system. (Titanium fasteners are allowed.) Rounded or flat- topped Allen/Screw driver/ headed bolts with washers are recommended. Approved fastening (nut assembly) systems: Keyser Manufacturing, part #100 7-101. Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16) Triple X Chassis Part # SC-WH-7810(for a 1" spring) / SC-WH-7820(for a 1 3/8" spring) Smith Precision Products Part #MC-516-18 Speedway Motors part #910-07119 Optional fastening systems that are equal or superior to the above approved systems will be approved at the discretion of MSTs officials.

3.11-TIRES Cars may not race with a flat tire on the right rear, left rear or right front. Wheel rims on the sidewall against the track are considered flat. Left front tires that are off the bead will be sent to the work area. Digital air bleeders are allowed but cannot be remotely controlled.

3.12-BUMPERS & NERF BARS* All rear bumpers must be steel, no titanium, minimum one inch in diameter, minimum .065 thick. The front bumper must not extend past the more than eight (8) inches from the frame and/or 12 the measurement from the center of the front axle to the front of bumper must not exceed 23 ½ inches. Left and right nerf bars must attach to the chassis in three (3) points. Minimum 1.00" diameter and .065 thickness.

3.13 - AXLES*

In axle-tire inflation system that attaches to a bleeder is not allowed.

Minimum front axle size:

- 2 1/2" diameter x 0.095" wall and thicker
- 2 3/8" diameter x 0.095" wall and thicker
- 2 ¼" diameter x 0.120" wall and thicker

Rear Axles:

Ultra-light rear axles are not recommended in 2025 and will not be allowed in 2026. After Jan. 1, 2026, The maximum inside diameter of the rear axle will be 1.8750".

3.14-TETHERS: Approved tethers are required. King Pin Tethers are mandatory. All axle tethers should connect around the axle either by clamp, intermittent rosette welded ring, or tether. Tethers terminating on the shock tower are for emergency use and should not be

considered a satisfactory mounting point. Tethers should also be mounted around the front engine motor mount upright, not the radiator upright. Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a “king pin to king pin” tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacture’s provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer’s instructions. NO “bolt to bolt” radius rod axle tethers will be allowed.

All axle tether systems must clamp to or wrap around the axle per the manufacturer’s instructions.

Current approved:

ButlerBuilt:

- A. BBP 4922-225 2 1/4" Axle diameter complete kit
- B. BBP 4922-238 2 3/8" Axle diameter complete kit
- C. BBP 4922-250 2 1/2" Axle diameter complete kit
- D. BBP-4924 King Pin Tether

C & R Racing Sprint Car Front Axle King Pin Tether System

- E. Radius Rod Tethers part Numbers (NOT ALLOWED IN 2021 unless utilizing an axle clamp or other approved axle mounting system.)
- F. CRA-102-255/265/27/275/28-A
- G. CRA – 103 – 53 – A
- H. CRA – 103 – 54 – A
- I. CRA – 103 – 55 –

Amick Associates Radius Rod Axle Tether

- A. Part Number: WC-101M 8mm x 36" Radius Rod tether 15,000 lbs. Nominal Breaking Strength) (V-12 with Red Tracer) The approved tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

3.15-HOODS

- A. All cars will be required to run a full sprint appearing hood.
- B. Hood must extend to the front torsion tubes or a similar location on coil-over cars.
- C. While the hood may be a multiple piece design it must appear to be one continuous piece.
- D. Hoods and nose pieces may not extend above the frame and or roll cage to create any additional aero effects. Air induction areas of the hood may be subject to inspection regarding aero effects. Wedges and/or foils underneath the racecar will not be permitted.

3.16-BODY SIDE PANEL

- A. Panel opening on the right side must have minimum opening of 10" by 21". Maximum distance from frame is 7".
- B. Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3 ½ inches from the outside edge of the bottom frame rails.
- C. A maximum 1 ½ inch wide by 20inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
- D. Elbow room alterations must be limited to the area between the roll cage and not be designed to trap or deflect air in order to gain a competitive advantage.
- E. We suggest that any side panel configurations beyond the normal appearance be pre-approved by MSTs officials. All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.

- F. With the addition of the new roll cage support bars, the following adjustment to The right-side minimum panel opening dimension of 21" x 10" shall stay in effect. The left side paneling may extend to but not forward of the support bar. The use of a left side arm guard as part of the paneling is acceptable as long as it or any other part of the paneling does not prevent left-side driver entry or exit at the discretion of officials.

3.17-DRAG LINKS, TIE RODS & RADIUS RODS (LF) –Drag links must utilize an approved tether fastened to the frame. Captured steel heim ends and 1" diameter steel construction with .058 sidewalls is required for drag links and tie rods. Steel heim ends are required on steering linkage and steel left front radius rod. Left Front Radius rod shall be no less than .058" thickness steel tubing.

3.18 -FLOOR PAN– Steel or aluminum only. Wedges and/or foils underneath the racecar will not be permitted.

3.19- CARBON FIBER- Excluding brake rotors, torque tubes, no carbon fiber parts allowed in the suspension, steering components, or drive line, including radius rods, no carbon fiber engine sleeves, carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber. Carbon fiber injection stacks are allowed.

3.20- Wing Posts- Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811- A75-HD. If new T-Post designs are developed they must be submitted for approval.

3.21-Traction Control Devices:

- A. Traction control devices of any type are NOT permitted at any time, during any event.
- B. Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by MSTs Officials. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

3.22-DRIVELINE SYSTEMS

- A. All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet testing. Driveline Blocks are also allowed and recommended.
- B. The rear cross member must be constructed of 1" x .083 or 1 ¼ " x .065. The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added protection.
- C. Tethers should be considered in this area if additional room for steel protection is not available. Driveline U-Joint scatter shields, steel torque ball housings, minimum .120 thickness and/or torque ball U-joint containment blankets are required. Driveline blocks are strongly suggested.
- D. New products are being developed for added protection in these areas. We will be updating these rules for driveline restraint systems.

3.23-SEATBELTS

- A. Each car will be equipped with minimum SFI 16.5 or SFI 16.1 approved restraint system, belts must be replaced two years after the expiration date or the date of manufacture.
- B. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.
- C. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

D. In any type of manufacturer's installation, the fasteners must be supplied by the manufacturer. The seat belts must be mounted to the chassis per the manufacturer's instructions. NO belts to seat installation will be allowed.

3.24-DRIVER'S EQUIPMENT

- A. The driver's suite should be constructed of multi-layered fire-retardant material. (SFI 3.2A/5 label) MSTs reserves the right to reject any driver's suit it deems unsafe. Nomex underwear and socks (SFI 3.3) are suggested. A head sock is also suggested. Driving gloves and racing shoes (SFI 3.3) are required at all times when are on the track.
- B. MSTs reserves the right to inspect any helmet for cracks or structural damage and reject same if necessary. All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005/2010 label. (FIA and Snell dates may be updated in these rules at a later date). It is strongly recommended that helmets should have the Eject™ helmet removal system installed as per the manufacturer's instructions. At all times during an event, including practice, qualifying and competition (excluding starting the car for engine warm-up) drivers must wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions. The device should meet SFI 38.1 specifications and display a valid SFI 38.1 label. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label.
- C. Arm restraints are recommended and must be connected and used as instructed by the manufacturer.
- D. It is highly recommended, that the steering wheel is secured with a pull type, quick release hub or button style, quick disconnect.

3.25-SPRINT CAR'S EQUIPMENT

- A. Use a securely fastened steering wheel with a quick disconnect for easy removal.
- B. No aluminum rear bumpers or nerf bars. All roll cages must be higher than the driver's helmet.
- C. Opening on left-hand side of cockpit must be a minimum of 14 inches. The body work on the right side must maintain the current 10" X 21" opening.
- D. Head and neck restraint systems are required. These systems should be properly mounted and connected according to manufacturer's instructions. The device should meet SFI 3.3 specifications and display a valid SFI 3.1- 3.3 label. Per SFI 38.1 head and neck devices should be recertified every 5 years.. Approved systems subject to change. Foam neck braces are NOT considered legal neck restraint.
- E. Fire suppression systems will be required starting June 1, 2024. Fire Suppression systems will be required to compete with the World of Outlaws and at Huset's or Jackson after June 1.
- F. No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car.
- G. You cannot race without a hood.
- H. H. If you lose a rear bumper you may continue the race unless the car is stopped. If a red occurs, you must repair or replace the bumper in the allotted time before you can restart.
- I. No mirrors of any kind. A rock screen is strongly suggested.
- J. Engines, fuel, tires and mufflers may be inspected at any time. Fuel will be inspected during periodic intervals. Officials may, at their discretion, inspect any car entered for competition in any racing event at any time. Officials may impound a part/component, engine and/or any other components and/or the complete car for analysis.
- K. The only chassis and/or frame adjustable device, including adjustable shock absorbers that may be within the driver's reach will be one (1) top wing adjuster, for the top-wing slider mechanism. The slider must be one 16 dimensional and allow forward and rearward movement only. In-cockpit fuel shut off valves should be clearly marked as to on and off position.

3.26-SEATS

- A. FIA and/or SFI rating recommended. Aluminum or carbon fiber allowed, mounted according to the seat and chassis manufacturers recommendations. Carbon fiber seats must have a current valid SFI39.2 certification. When spacers are used, they must conform to the seat and to the seat mounting tubing of the chassis. It is highly recommended the back mounting spacers are two inches or less in length.

The following seats are approved for competition.

- Butlerbuilt – _Advantage, EZ Series
 - The Joie of Seating – _SPR01, Full Custom
 - Richardson – _R39, R39 Deluxe
 - Fiberworks – SCS
 - Kirkey – _69, 69 Sprint79, 79sprint
 - Ultrashield – _VS Halo – _72000, 720000, 75000 and 8000 Series
 - RaceTech Sprint
- B. The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added extra protection.
- C. All seats may be required to meet the SFI 39.2 specifications. The approved driver's seat may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- D. The driver's left side head rest/helmet surround must extend at least 4"-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.
- E. An approved driver's cockpit net is mandatory for the left side if the helmet head rest/helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications.

3.33 Rock screens: Strongly recommended and encouraged.

3.34 Fire Suppression Systems: Fire Suppression Systems will be required starting June 1st, 2024.

3.36 Tire Prepping/Doping/illegal tires:

- A. 1st offense, Disqualified to last place, loss of nights points and \$2000.00 fine.
- B. 2nd offense, Disqualified to last place, loss of season points and \$2000.00 fine and one-year suspension.
- C. 3rd offense, Disqualified to last place, \$2000.00 fine and loss of season points with lifetime suspension.
- D. Refusal of taking tire sample for inspection constitutes admission of guilt and all penalties listed will be enforced. All decisions regarding tire prep penalties will be issued after a lab test has been performed by a certified Laboratory. Tires not conforming to Hoosier Benchmark properties will be considered altered.

****WARNING: DO NOT ALTER TIRES**** Chemical Treatment of Tires: Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire "soaking" or use of tread "softener." Hoosier Racing Tire strictly forbids the physical defacement (removal, altering or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in SERIOUS PERSONAL INJURY OR DEATH.

All teams should have an easily accessible 2.5 gallon fire extinguisher or its equivalent at the back of the team's transporter.

Section 4: Advertising & Release

In consideration of entering into any scheduled events, car owners, drivers, pit crew or agents, agree to permit MSTs and its personnel, the use of their names and pictures and picture of the car for advertising and publicity before or after any event, and relinquish all rights to any photos or sell the name. MSTs designated sponsor decals must be displayed prominently on the top wing of every entered car, including, but not limited to, MSTs season and special event sponsors. Unless instructed to do otherwise the winner of the A-Main, after being weighed, must proceed directly to victory lane. Unless otherwise instructed, full victory lane activities, including, but not limited to, photos and media interviews will take place immediately following each main event unless instructed otherwise from the Race Director.

Section 5: Car specifications

CHASSIS-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. Sprint cars only. Wheel base no less than 83" and no more than 90". No elliptical tubing used on or part of the main frame structure.

Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must be replaced or welded.

The following measurements are minimum, suggested material: ASTM4130 normalized.

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 MEMBERS: 1 1/2" x .095

UPPER RAILS: 1 3/8" x .083

REAR END SAFETY BAR (mandatory): 1" x .083 or 1 1/4" x .065

BRACE: 1 1/4" x .065

5.1A Chassis Support bars

All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The 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 measurements will not be allowed. These additional bars will be minimum 1.375 X .083 ASTM4130 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:

1. 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" -20" from the rear of the 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" - 7" measured from outside of the rear upright tube to the outside of the support. (See #1)
2. 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" - 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 (1.375 X .083 ASTM4130 normalized steel or equivalent material). (See #2)

- A support bar may be added to the top rail at a point 15" – 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 #3)

#1 Support Bar

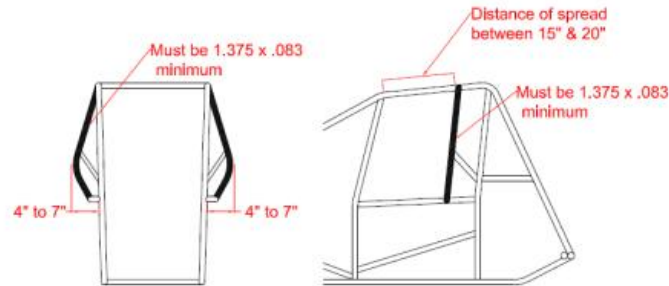


Diagram 16.12.1
By Tom Devitt

#2 Support Bar

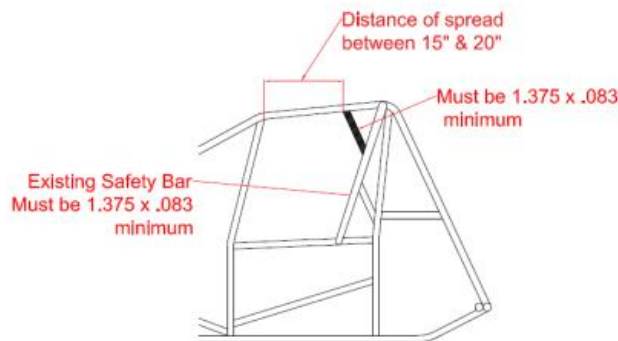
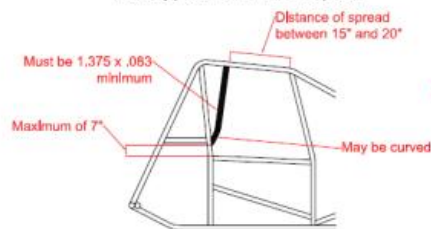
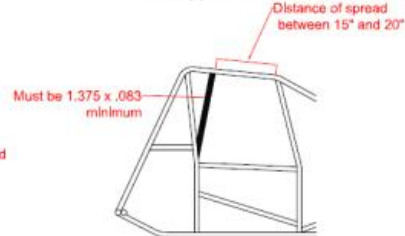


Diagram 16.12.2
By Tom Devitt

#3 Support Bar Curved Option



#3 Support Bar



Drawing 16.12.3
By Tom Devitt

No additional anti roll/weight transfer bars on the racecar.

5.2 WEIGHT RULE – Weight rule is 1425 lbs. including the driver, at the conclusion of the race. Cars not making weight will be penalized to last in that event. 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. The weight must be securely attached and must remain in place during a race. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8" diameter grade 8 or better metallic bolt minimum. Weight pieces weighing more than 15 lbs. must be bolted using at least two 3/8" diameter grade 8 or better bolts minimum. It must not be moved or removed during a red flag situation. Place in approved only mounting points behind the radiator and in front of fuel tank. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.

5.3 ENGINE RULES

- A. Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.
- B. The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
- C. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
- D. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position must be approved prior to competition.
- E. Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
- F. The maximum engine cylinder bore size shall be 4.165.
- G. All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
- H. Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
- I. Only two (2) valves and one (1) spark plug will be permitted per cylinder.
- J. Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Cantered or splayed valve cylinder heads must be approved prior to introduction into competition.
- K. Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
- L. All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00" pipe plug. In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
- M. Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles must be approved prior to competition. Carbon Fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted. (Does not include stacks).
- N. A maximum of only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.
- O. A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- P. Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted.
- Q. Steel and stain-less steel headers will be permitted. Titanium headers will not be permitted.
- R. In the event that there are new engine components and/or a new engine configuration they must be submitted to MSTs for approval prior to being introduced into competition.

5.4 FUEL TANKS

- A. The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of MSTs officials. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. A fuel cell with bladder and foam will be the only type fuel cells permitted. The fuel cell must be of one piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted. It is highly recommended six mounting points be used for the fuel cell. It is strongly suggested that all fuel cell mounting bolts be safety wired. Note that this is required for competition with the World of Outlaws.

- B. Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Pure methanol and/or other approved fuels will be permitted. Fuel samples may be taken from time-to-time for inspection and analysis.

5.5 TIRE RULE

Right rear Hoosier 105/16" Medium compound tire. New tread design Medium or New D15A is required. Left rear is H12, H15 or New D12a. Front Tire is Hoosier 85/8" D12, D15, D20

Any car/driver lined up in staging for heats/feature or at the finish of either race is found with another compound of RR or LR other than the listed ones above will be automatically disqualified from the entire event. No points or pay for the event.

5.6 Drag Links and Tie Rods:

Drag Links must be made of 4130 steel, a minimum of (1) inch diameter. Only magnetic steel Tie Rods are permitted. (No Aluminum Tie Rods or Drag Links) Drag Links must be tethered to the frame with a minimum of (1) inch nylon webbing. Only magnetic steel Rod Ends/Heim Joints are permitted for Tie Rods and Drag Links.

5.7 Radius Rods & Torsion Arms:

Radius Rods can be made of steel or aluminum. Aluminum Rod Ends/Heim Joints are allowed for Radius Rods Only! Rear Torsion Arms can be made with aluminum or Chromoly Steel and must be equipped with Chromoly/Steel Heim Joints (No Aluminum)!

5.8 Drive Line:

All cars must have a driveline strap and/or a driveline hoop restraint constructed of magnetic steel either welded and/or bolted to the chassis. The rear cross member must be used for mounting the hoop and mounted below the lowest part of the seat. Driveline Blocks are allowed and strongly suggested. Tethers should be considered in this area if room for steel protection is not available.

5.9 Fuel Cell:

Fuel Bladders are mandatory. No carbon fiber or composite material shells allowed.

5.10 Brakes:

There must be at least two working brakes.

5.11 Traction Control Devices:

- A. Traction control devices of any type are not permitted at any time, during any event.
- B. Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by MSTs officials. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

5.12 Wings:

5.12A Top Wing:

- A. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.
- B. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- C. No wicker bills or Gurney lips permitted on Dished Top Wings. Flat Top Wings will be allowed up to a 1.5" inch wicker bill. Wicker bill must be mounted to the rear edge of the center foil and must be at a 90 degree angle to the top of the center foil. No built in wicker bills or gurney lips are allowed.
- D. Other than the slider mechanism, no moving parts allowed on or in foil structure.

- E. 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 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 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 1/2 inch. There is zero tolerance on this 1/2 inch depth. It is suggested that the wing blue-print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 1/2 inch specification. (This 1/2 inch measurement ensures that the belly/curl arc is gradual.) 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 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.
- F. No split or bi-wings will be permitted.
- G. 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.
- H. Top wing must not extend beyond outside of rear tires.
- I. 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 exceed 3 inches in height.
- J. The top wing can be cockpit/driver adjustable in the forward and backward directions only.
- K. Wing Posts- Wing T-Post will be built from 1" X.083" minimum ASTM 4130 normalized steel or equivalent material.
- L. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval.

5.12B Side Board Panels:

- A. All side board panels must be within an eight-degree plus or minus tolerance and be square to 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.
- B. No aero section side panel brace material allowed.
- C. No brace or support shall resemble a wicker bill or a split wing.
- D. Top Wing sideboards maximum size, 72 inches long and 30 inches 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 inches of material on the front or rear of panel and no more than 1 1/4 inches on the top or bottom.
- E. Front Wing side boards maximum size, 12 inches tall and 26 inches long with no more than one- inch overhang from the center foil front edge to the side board front edge. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

Wing Posts: Wing T-Post will be built from 1" x .083" minimum ASTM4130 normalized steel or equivalent material.

Wing attachment designs will be subject to approval. The only cast pieces approved will be the HRP Part #HRP8811-A75- HD. If new T-Post designs are developed, they must be submitted for approval.

5.12C Front Wing:

- A. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
- B. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

- C. Wicker bills up to 2"-inch are allowed on nose wing, flat or dished.
- D. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- E. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- F. Center Foil must be one piece. No split or bi-wings will be allowed.
- G. 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.
- H. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- I. No moving parts allowed on or in foil structure.
- J. The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- K. 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.
- L. No rudders or fins on Front Wings

5.13 -- **Removed for redundancy** --

5.14 Tethers

Approved tethers are required. King Pin tethers are mandatory. All axle tethers should connect around the axle either by clamp or tether. No bolt to bolt radius rod axle tethers will be allowed.

Current approved tethers:

BulterBuilt

C & R Racing Sprint car Front Axle King Pin Tether System

Amick Associates Radius Rod Axle Tether

5.15 Fire Suppression System

These systems are mandatory for competition with MSTs. Fire suppression systems are also mandatory for competition at Huset's Speedway, Jackson Motorplex and with the World of Outlaws.

- A. A fire suppression system that meets the SFI 17.3 specification must be installed and functional.
- B. The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the drivers compartment forward of the seat near the area of the fuel pump. The manual trigger must be mounted within reach of the driver on the forward left-hand side of the cockpit. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
- C. The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of track Officials. The cylinder must have a minimum capacity of 5 lbs.

- D. The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time by officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer every two years.
- E. If a nozzle is connected to the cylinder with a line, the line must be steel or steel reinforced and must be triggered at the end of the line.
- F. Approved Manufacturers
 - a. Lifeline Fire & Safety USA, 540-251-2724
 - b. Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300
 - c. Spa Technique Inc. Indianapolis, IN 317-271-7941
 - d. Safecraft Safety Equipment, Martinez, CA, 800-400-2259

5.16 Mufflers and Headers

- A. Mufflers may be required at some events.
- B. Steel and stainless steel headers will be allowed. Titanium headers will not be permitted. Elbows on the exhaust after the header tube exists the collector will not be allowed. All exhaust must exit toward the rear of the car. Heat deflecting measures may be used to protect parts of the car. Downturns are not allowed.