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2025 SPORTSMAN SPRINT RULES

*PLEASE NOTE THAT ANY UPDATES TO THESE RULES WILL BE POSTED ON
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1/27/2025

Disclaimer

The rules and/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 PUBLICATIONS 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. Minor drivers and their parents or legal guardians are responsible to read and understand the rules and regulations set forth in this rule book.

The Race Director/Pit Boss are the authorities in the pits.
The Race Director/Tower will be the authorities for on-track decisions.

The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Skagit Speedway reserves the right to check any cars for rule compliance at any time. They further reserve the right to disqualify any driver and race car from competition. It is the responsibility of the driver, crew, and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension.

In the case of drivers who have been injured away from Skagit Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Skagit Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Skagit Speedway further reserves the right to require such certification in the case of pregnant participant wishing to participate in racing activities. Any participant that is racing at Skagit Speedway that is pregnant must notify speedway officials prior to racing.

In any such case, Skagit Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmembers, participants, officials, or spectators. All rules enforced by Officials must be adhered to while on Skagit Speedway property. Skagit Speedway and /or track officials reserve the right to reject any car or driver without cause or recourse.

Any interpretation of, or deviation from these specifications or rules are left to the discretion of the Race Director and/or Technical Officials. Their decisions are final.

Racing is a very dangerous sport. If there is any part of the race program that causes you concern for your personal safety or for any member of your team, you should bring those concerns to the attention of the Race Director or Management of Skagit Speedway. If after doing so those concerns are not met, you should consider withdrawing from competition until a review can be made.

General Information

The Owner/Driver of each car represents to Skagit Speedway that his/her car has satisfied all applicable rules, including but not limited to safety rules, whenever such Driver participates in any warm-up, practice, or competitive laps. The Owner/Driver of each car is also completely responsible for ALL actions of Crew Members, Sponsors, or anyone else associated with their team. If you have any complaints, disputes, problems, or questions, only the Driver and/or Car Owner, or a designated team representative may approach an Official, in a civil manner to address the situation.

Everyone who enters the pit area or participates in competition promoted by Skagit Speedway does acknowledge, represent, and warrant that he/she has read, understands, and agrees to abide by the rules in their entirety. Permission to participate or enter grounds shall constitute acceptance of same.

Any complaints, disputes, questions, or problems must be directed by the Driver or registered Car Owner, to the Race Director through the Pit Boss.

Children must be supervised at all times. No running or playing outside of your designated pit space.

Race cars, race car haulers, wreckers, push trucks and any other equipment located in the pit area are NOT covered by insurance.

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1.0 Sportsman Sprint Series Safety Rules-

Skagit Speedway Safety Rules supersede any other rules for series racing at Skagit Speedway. 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. All cars are subject to safety inspection at any time. If the Technical Inspector or Race Director deems a car has not met the track safety rules, that car will not be allowed to compete until all the discrepancies and deficiencies are corrected. It is the responsibility of the driver, car owner and mechanic individually and collectively to have their car free from mechanical defects, and in safe racing condition and properly inspected prior to each event.

A. Modifications to Safety Equipment-

- No modifications to safety equipment are allowed. Safety equipment must be used per the manufacturer's instructions.

B. Starting of Racecars-

- At any time and for any reason when a car is push started the driver must be dressed in proper racing attire, including helmet, fire suit, gloves, shoes etc. and he/she must use all required safety equipment (seat belts etc.).

C. Required Personal Safety Gear-

- Snell SA 2015 or newer full-face helmet.
- SFI 3.2A/5 (minimum) driver's uniform. Uniform must be free of holes, tears or damage and display the SFI rating patch.
- SFI 3.3 (minimum) rated driving gloves, gloves must display the SFI 3.3 label.
- SFI 3.3 (minimum) rated driving shoes, shoes must display the SFI 3.3 label.

D. Recommended Personal Safety Gear-

- SFI 3.3 rated underwear to include socks, bottoms, top and head sock or helmet skirt.
- SFI 38.1 rated head and neck restraint system.
- SFI 3.3 rated arm restraint system.

E. Seat Belts-

- Each car will be equipped with a minimum SFI 16.1 rated restraint system.
- The belts must be replaced by the expiration date as stated on the belts by the manufacturer. (SFI 16.5 is recommended). Maximum 2 years from the date of manufacture.
- The seat belt restraint system shall be installed and used in accordance with the manufacturers' instructions. In any type of manufacturer's installation, the fasteners must be steel grade 8 or equivalent, unless using the type of mount in which the seat belt wraps around the roll cage.
- Seat belt material should not be permitted to contact any sharp metal edge, including where the belt passes through the seat.
- In any type of installation, the seat belt must be mounted to the chassis per the manufacturer's instructions.
- It is the responsibility of the driver, not the Track Officials, or Skagit Speedway to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained, and safely used.

F. Head Clearance at Roll Cage-

- The roll cage must be 2" above the driver's Helmet. Measured from the top of roll bar to the top of driver's helmet.

G. Seats-

- All seats must be full containment type seats constructed of aluminum or approved carbon fiber and must adhere to the general design specifications of SFI 39.2 seat construction standards. The design shall include a comprehensive head surround, shoulder and torso support systems, and energy impact foam around the head.
- Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance with the seat manufacturer instructions. Combining components may not meet SFI 39.2 certification.
- All seats must be mounted per the manufacturer's installation instructions.
- Approved carbon fiber seats must have a current valid SFI 39.2 certification.
- Seat must be mounted in 4 places to the chassis with minimum 3/8" steel grade 8 bolts or equivalent, and 1-1/4" washers.

H. Fire Suppression System-

- A fire suppression system that meets the SFI 17.3 specification must be installed and functional.

- 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 driver's 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.
- The DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions. The cylinder must have a minimum capacity of 5 lbs.
- The system must be fully charged and display a legible and valid SFI 17.3 and manufacture label, easily viewable at any time.
- Fire suppression bottles must be within their service life. If the service date has passed the car will not be allowed to compete.
- Fire suppression Cylinders that are beyond useful service date must be inspected, serviced, and re-labeled by the manufacturer.
- 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.

Approved Manufactures

Lifeline Fire & Safety USA	Polaski VA	540-251-2724
Safety Systems Inc. (Firebottle)	Ft Myers, FL	239-995-6300
Spa Technique Inc.	Indianapolis, IN	317-271-7941
Safecraft Safety Equipment	Martinez, CA	800-400-225

I. Front Axle Tether System-

- Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis.
- Tether systems must include a “kingpin to kingpin” tether that will attach to the axle clamp/band or pass through the loop of wrap style axle tethers.
- Tether cables should be installed using the manufacturers provided fasteners.
- Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
- All axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.
- All axle tethers will be required to attach to the front engine plate post or the rear bolt of the front radius rod and **not** the radiator post.

J. Rock Screens-

- Rock screens, mounted to the front of the roll cage to protect the driver are required.

K. Driveline/Torque Tube-

- 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 positively to magnet testing.
- Torque arm drivelines are not allowed.
- All drivelines must be enclosed and have no more than 1 u-joint and that u-joint must be at the front of the driveline.
- A U-Joint containment system is mandatory; either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u-joint containment blanket to shield revolving parts within the cockpit.
- The rear cross member (Butt Bar) must be constructed of 1" x .083 or 1 ¼ " x .065. The rear cross member or "Butt Bar" should be mounted below the lowest part of the seat.

L. Throttle Return Springs-

- A minimum of two throttle return springs must be used to close the injector butterflies. Springs may be located anywhere on the linkage system that will effectively assist in closing the injector butterflies.

M. Fuel Lines-

- Fuel lines must be reinforced pressure hose designed for the purpose.
- Any fuel lines showing excessive age or in poor condition must be replaced before the car is allowed to compete.
- The fuel line supplying the engine must have a shut-off valve within reach of the driver.

N. Fuel Cells/Bladders-

- FT3 or SFI 28.1 compliant fuel cells are recommended. All fuel cells must use a bladder.
- Fuel Cells shall retain the traditional sprint car shape, no square back shapes.
- Any means of mounting the cell must meet the approval of the officials.
- It is highly recommended 6 mounting points be used for the fuel cell.

O. Bead Locks-

- A bead lock device is required on the right rear wheel.
- Bead lock mounting bolts must be Steel or Stainless Steel, no titanium.
- Bead locks on all other wheels are recommended.

P. Brakes-

- Minimum left front and inboard rear brake system.
- Front and rear brakes must work at the start of the race.
- Rear brakes must always work. Additional rear brake OK.
- Steel or stainless steel, rear inboard rotors only.
- Steel, stainless steel or aluminum front rotors.
- Titanium or Carbon fiber rotors are not allowed.
- No copper or plastic brake lines.
- Cars without brakes will be removed from the racing surface.

Q. Hollow Fasteners/Heim Joints-

- Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be allowed in any structural or safety component.

R. Drag Link/Tie Rod-

- Drag links and tie rods must be made of 4130 steel a minimum of one inch in diameter and a minimum material thickness of .058 inches.
- Only magnetic steel heim joints (rod ends) will be permitted.
- Swedging of the tubing will not be permitted.
- Drag links must be tethered to the frame with nylon webbing of at least 1" width.

S. Left Front Radius Rod-

- LF radius rod must be steel construction with .058 minimum wall thickness and utilize steel rod ends.

T. Torsion Arm/Stop Retainers-

- Torsion arm/stop retainers are mandatory on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm retainer design. Torsion arm retainers must be installed and used in accordance with the manufacturer's instructions. The following torsion bar arm retainers have been approved for competition:
 - MOOSE BLOCK 1200 RETAINER KIT
 - ALL STAR PERFORMANCE ALL STAR 10730 RETAINER
 - MARING SAFETY RETAINER
 - BUTLERBUILT MANDREL
 - KKR GROVE AND CLIP
 - KAEDING CLIP

- DMI – T-REX (TORSION RESTRAINT EXPRESS SYSTEM)
- SCHROEDER PART NUMBER: “BARS” (FOR SCHOEDER BARS WITH RELIEF IN ENDS)
- SCHROEDER PART NUMBER: “RWLAR” (WEDGE LOCK)

U. Nerfs-

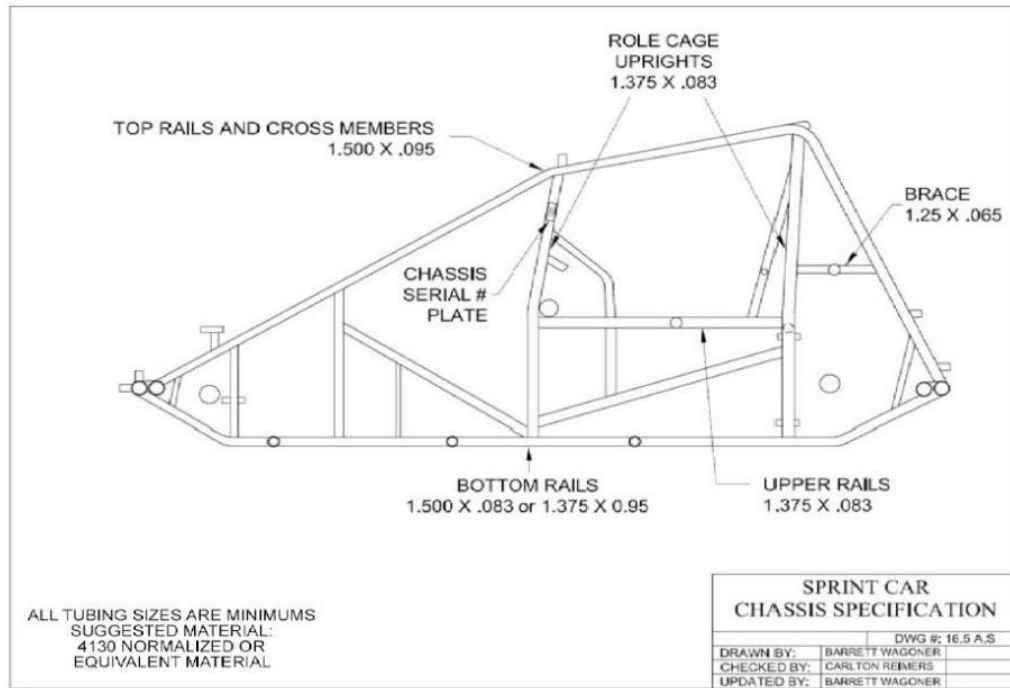
- Front, rear, and minimum 3-point side nerfs are required at the start of any race.
- A rear nerf protecting the fuel tank must be in place at all times. Cars that receive damage to the rear nerf may be removed from the racing surface at the discretion of Race Officials.
- For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.
- All nerfs must be attached with nut and bolt fasteners. No pop rivets or screws.
- Side nerfs must not extend past rear tires. Front nerf minimum 12” wide and rear nerf minimum 6” vertical contact area.
- All nerfs and bumpers must be steel or stainless steel. Minimum 1” O.D. and minimum .065 wall thickness.
- No air deflectors on nerfs or bumpers.
- The measurement from the center of the front axle to the front of the front bumper must not exceed 23.5 inches.

V. Chassis-

The following frame dimensions are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspection. ASTM 4130 normalized steel or equivalent material is suggested.

- 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 CROSSMEMBER 1-1/2” x .095”
- UPPER RAILS 1-3/8” x .083”
- REAR END SAFETY “BUTT” BAR 1” x .083” or 1-1/4” X .065”
- BRACE 1-1/4” x .065”

At any event entrants may be asked to present their car for ultrasound testing.



W. Chassis Support Bars-

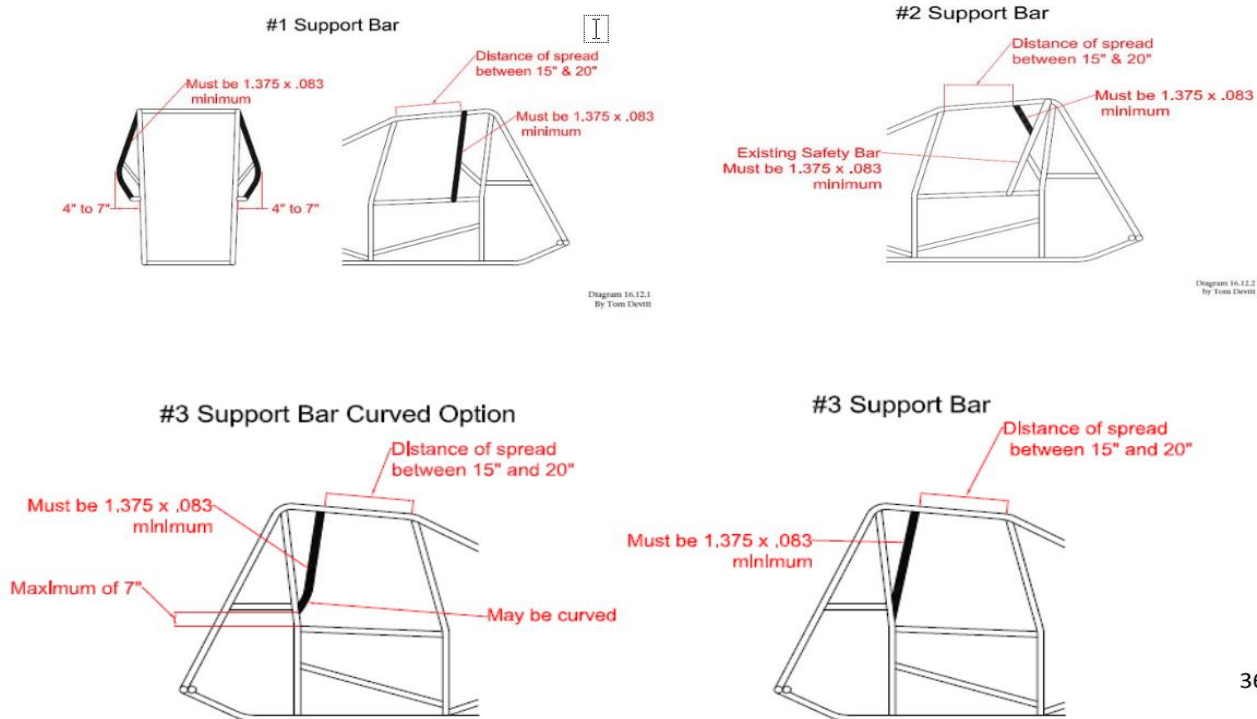
- All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The support bars must be in addition to the front and rear uprights. Any attempt to manipulate the front or rear uprights to conform to these measurements will not be allowed at the discretion of the officials.
- The additional bars will be minimum 1.375" x .083 ASTM 4130 normalized steel or equivalent material.
- Left and Right-side support bars may be one of the designs shown in drawing 36.
- Left and Right support bars do not have to be the same design.

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

1. A 1.375" x .083 ASTM 4130 normalized steel or equivalent support bar may be designed similar to what is known as a "safety bar." It must be attached to the top rail at a point 15 inches to 20 inches from the rear of the front upright. It must attach to the upper rail and have a tube attached to the rear upright near a point opposite of the rear brace. The curve must be between 4 inches and 7 inches measured from outside of the rear upright tube to the outside of the support bar. **See drawing 36.**

2. Existing chassis with a left safety bar installed that does not meet the option one specification, may add a 1.375" x .083 min. ASTM 4130 normalized steel or equivalent tube that attaches to the top rail 15 inches to 20 inches from the rear of the front upright and angles to the safety bar. The existing safety bar tubing must be 1.375" x .083" min. ASTM 4130 normalized steel or equivalent material. **See drawing 36.**

3. A 1.375" x .083 ASTM 4130 normalized steel or equivalent support bar may be added to the top rail at a point 15 inches to 20 inches from the rear of the front upright and to the rear upright near a point of the rear brace but no higher than 7 inches above the upper rail. This bar may have a slight curve near the connection to the rear upright to accommodate elbow room and ease of fitment. **See drawing 36.**



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X. Chassis Slip Joints-

- Slip joints are not allowed in any form. If a current chassis has a slip joint, it will have to be welded the full circumference of the tube to become solid.

2.0 Sportsman Sprint Series Car Construction Rules

Wheelbase minimum 83" and maximum 90".

Only standard type Sprint Car bodies, tails and hoods will be permitted.

A. Shock Absorbers-

- Shock absorbers must be of non-gas twin tube design.
- The left rear shock is the only shock that is approved to be adjustable.
- Shock absorbers may not be cockpit adjustable.

B. Top Wing-

- Center Foil maximum size of 25 square feet with a maximum depth/thickness of 9 inches and a maximum length of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90-degree angles with no variance allowed. The center foil top is to be flat from front to back and side to side. The center foil top must start being flat within 6-inches from the center foil's front leading edge.
- Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, and/or any other type of fabricated modification will not be permitted anywhere on the wing.
- A maximum 1-inch removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of Skagit Speedway Officials. Any such changes will be announced prior to the event in which the change will be required.
- The top wing may be adjustable in the cockpit by the driver. Other than the standard wing slider mechanism, moving parts will not be permitted on or in the foil structure.
- Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment.
- Bottom side of the center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. Split or bi- wings will not be permitted.
- Only wings fabricated with metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the top wing.
- The top wing must not extend beyond the outside of rear tires.
- Foils or rudders will not be permitted anywhere on the top wing.
- The Top wing sideboard's maximum size will be 72 inches long and 30 inches tall.

- Wing sideboards must be fabricated flat. Turnouts on all edges of the sideboard must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90-degree angle to the flat portion of the sideboard. Both top wing side boards should be at a 90-degree angle from the center section at any point. If sideboard(s) become damaged, repairs must be made before the car can compete in the next event.
- Sideboards must be mounted square to the center foil and parallel to each other. Any kick-out of the sideboards will not be permitted.
- All sideboard 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 will be permitted. Adjustable bracing will not be permitted.

C. Nose Wing-

- The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches and a maximum length of 24 inches. The center foil must be square or rectangular in shape with all four comers set at 90-degree angles.
- The center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, and/or any other type of fabricated modification will not be permitted, anywhere on the wing.
- A maximum 2-inch removable wicker bill may be mounted on the rear edge of the center foil. The wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of the Skagit Speedway Officials. Any such changes will be announced prior to the event in which the change will be required.
- Bottom side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. Split or bi- wings will not be permitted.
- Only wings fabricated with metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the nose wing.
- The maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches.
- The center foil front edge must remain at least 1 inch behind the front edge of the front bumper.
- The center foil must be one piece. Split or bi-wings will not be permitted.
- The nose wing must not extend beyond the outside of front tires. The nose wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.
- Moving parts will not be permitted on or in the foil structure.
- Rudders or fins will not be permitted.
- Maximum 2" dished nose wings are approved.
- The nose wing side board's maximum size will be 26 inches long and 12 inches tall.
- Side boards may have a maximum 1/2-inch front, back, top and bottom turnout(s) (flange).

D. Rotating Titanium Parts-

- No titanium rotating parts, this will include but not limited to Drive Lines, Rear End rotating components and wheel hardware.

E. Wheels/Wheel Covers-

- The maximum width for the right rear wheel will be 18 inches plus ½". Measured bead to bead.
- The maximum width for the left rear wheel will be 15 inches plus ½". Measured bead to bead.
- The maximum wheel diameter will be 15 inches.
- All wheel hardware (bead lock and wheel center) must be steel.
- Plastic and/or carbon fiber wheels will not be permitted.
- 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 or stainless steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16-inch steel or stainless-steel bolt and an approved fastening (nut assembly) system.

- | | |
|------------------------|---|
| • Keyser Manufacturing | Part #100 7-101 |
| • Wehrs Manufacturing | Part # WM377S-312 (Steel 5/16) |
| • Triple X Chassis | Part # SC-WH-7810 (for a 1" spring) |
| • Triple X Chassis | Part # SC-WH-7820 (for a 1-3/8" spring) |

F. Bleeders-

- Diaphragm style bleeders only. Digital style bleeders are **NOT** approved for use in the Sportsman Sprint Division.
- Air may not be introduced to the tire from any onboard system.

G. Car Weight-

- Car must weigh a minimum of 1575 pounds with the driver.
- Sportsman Sprints that utilize the RaceSaver 305 platform must weigh a minimum 1550 pounds with the driver.
- Sportsman Sprints that utilize the RaceSaver 305 platform must possess the RaceSaver Hard Card as Issued by RaceSaver and have it available for conformation.
- Drivers that utilize the RaceSaver platform must declare their intention at check in/pill draw.
- Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles

and mounted no higher than the upper rails. All bolt-on weights must be white and have your car number clearly marked on it.

- If weight falls off your car for any reason you will be disqualified and scored last in said race.
- Cars may be weighed before or after qualifying, after heat races and after Feature races. This procedure will be explained at the drivers' meeting. and/or instructed via the driver's one-way radio.
- The track scales will be considered the official scales for the event. Scales will be available in advance for any team to verify its car weight as determined by the official scales for that event.
- The number of cars to be scaled nightly will be announced at the driver's meeting and/or instructed via the driver's one-way radio.
- Officials will allow a car to re-scale two times by pulling off scale and pulling back on. Reading of the final attempt will become the official weight.

If, at the scales, the car/driver fails to meet the minimum weight or fails to report to the scales as directed at the Pit Meeting the following penalties will apply:

- Qualifying- Driver forfeits qualifying time and must start from the rear of the heat race. (No Qualifying Points).
- Heat Race- Driver forfeits finishing position and places behind all other drivers in the same Heat Race. (No Heat Race Points).
- Main Event- Driver will forfeit/points/money for that event.

H. Tires-

- The Sportsman Sprint Series is open to any Hoosier on front or rear.
- The altering of any tire compound by any means is not permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering, and/or covering) of tire sidewall markings in any manner will not be permitted.
- Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the competitor upon inspection of the tire.
- The analysis process will require shipment of the tire to the selected laboratory.
- If any team is found to have chemically altered their tires the following penalties will apply.
 - Car Owner will be fined an amount equal to purse money won plus \$2000.
 - Car Owner will be awarded 0 Championship Owner Points for the night of the infraction.

- The Driver will be awarded 0 Championship Driver Points for the night of the infraction.
- 2-race Car Owner suspension.
- 2-race Driver suspension.

I. Mufflers-

- All cars are to have unaltered, functional mufflers intact at all times.
- Any header that is not straight out the back of the car must be welded where the bend connects to the header and to the muffler.
- Any muffler that has been altered to gain a competitive advantage will not be permitted into competition and could result in a fine or disqualification.
- Approved Mufflers include and are limited to the large oval Flow Master (#53545-10), Large Spin Tech box mufflers (#1555) or Schoenfeld (#14272735 or 14272730).
- Max dba 95 @ 100'.
- The mufflers must always remain attached to the headers while in competition.
- All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate it will result in disqualification from that race.

When qualifying, any car determined to be more than the 95 dba @ 100 feet decibel limit will have its time disallowed.

Any car that had their time disallowed in qualifying due to exceeding the 95 dba sound limit will receive one (1) lap of qualifying at the end of time trials. The best this driver can qualify is 50% + 1 of the overall number of qualifiers. If during the second attempt the car remains louder than the limit it will result in no time recorded (no points).

Cars that do not meet the sound requirements in qualifying will be allowed to start at the rear of a heat race if efforts are made to correct the deficiency.

Cars that do not meet the sound requirements during racing will be disqualified from that race. (no points or pay).

J. Fuel-

- Methanol only.
- No oxygenated additives of any kind allowed.
- Fuel samples may be taken from time-to-time for inspection and analysis.
- Any Competitor that attempts to use illegal fuel will be subject to disqualification, fine, suspension or any other action deemed appropriate.

3.0 Sportsman Sprint Series Engine Rules-

A. Technical Inspections-

- Skagit Speedway Technical Inspectors have the right to check any cars for rule compliance at any time.
- Skagit Speedway Race Director has the right to disqualify any driver and race car from competition.
- It is the responsibility of the driver, crew, and owner to disassemble any part of their race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fines and or suspension.
- There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1-inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull the oil pan for inspection.
- Illegal engines will result in a fine of up to **\$2,000.00** and loss of all points to date.

B. Specifications-

- Chevrolet engines only. Maximum cubic inch 360.
- Normally aspirated, piston driven engines only.
- Injectors must be individual stack per cylinder design with single round butterfly.
- Injector stacks maximum 1 ½" I.D.
- **If larger than 1-1/2" stacks are used a 1-1/2" inside diameter restrictor must be installed in the stacks.**
 - Restrictor openings shall be a maximum of 1 ½ "I.D. round and centered in the stacks.
 - Maximum thickness is .250" (1/4") flat design.
 - The top side of the restrictor may have a maximum radius or chamfer of .050".
 - No blending above restrictors.
 - Maximum blending below restrictors is ¾".
 - The restrictors must be placed so air traveling down the stacks must only pass through the 1-1/2" opening in the restrictor.
 - It is recommended the restrictors be moved up the stacks far enough to allow three 1/8" pop rivets to be inserted directly below restrictors equally spaced before blending to prevent slippage.
 - Maximum length of restrictor and blend is 1" (+/- .000)
- Stacks may have a maximum thickness of .150".
- Throttle body or plenum type injectors are not allowed.
- **Maximum fuel injector tip length is 1".**
- Stock production style crankshaft, 3.480 stroke only.
- For balancing purposes, cross drilling of the rod journal permitted.
- No altering of the throws or counterweights. The O.D. of the rear flange may be reduced to fit through the motor plate and U-joint housing. NO scalloping

allowed. Highly recommend a stock steel 350 Chev crank or an unaltered Scat std. crank part # 4-350-3480-5700(R) short #435010

- Steel connecting rods only.
- All approved cylinder heads must remain as cast with no modifications.
- Approved cylinder heads include- Stock GM Production, Dart #10120010, Dart #10024266, Dart #126122 or Flo Tek #102-500 with Skagit Speedway etching in the intake runner.
- All heads must be straight plug,
- No angle milling or milling off the intake side of the heads.
- No Bow Tie casting heads.
- No electric fuel pumps.
- Roller rockers allowed. Stud mount only, no pedestal or shaft mount.
- Flat tappet cams only. No mushroom or roller cams. No Stellate, nitride or specialty hardening of the camshaft allowed. Stock style lifters only, no hardened or lightweight lifters allowed.
- Solid core steel or stainless-steel valves only. Std. stem size.
- **Only straight wound valve springs with a maximum 365# measured at 1.200"**
- Retainers and Locks: Steel only, No titanium.
- Maximum Rocker Arm ratio 1.6.
- Flat top pistons only. No part of the piston can stick above the block deck surface.
- No injectors in the heads.
- No dry sump oil systems.
- Oil pan must have a 1" inspection plug on the side.
- NO MSD (or similar) magnetos allowed. If you're not sure, ask.
- Traction control devices of any type are NOT permitted at any time, during any event.
- Any team found with a traction control device in any pre and/or post-race inspection will be disqualified from that event and face the following penalties:
 - \$10,000 car owner fine
 - Loss of all championship points and winnings
 - Banned/suspended for a minimum of one calendar year.
- 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.
- Crank driven water pumps only. Direct or belt driven.

C. RaceSaver Option-

- **The RaceSaver engine package is approved for use in the Sportsman Sprint Division at Skagit Speedway.**
- **RaceSaver engines require a registration Hard Card from RaceSaver in order to compete.**
- **The Hard Card will carry the owner's name, address, head serial numbers and seal serial numbers.**
- **RaceSaver engines must meet all RaceSaver specifications.**

More RaceSaver® Engine information can be found at www.racesaver.com

4.0 Sportsman Sprint Series Race Procedures-

A. Check in/Pill Draw-

- Check in and pill draw will be done in a designated area and will begin when the pit gates open. At the time of check in the driver needs to present his/her transponder or transponder number and pill draw, as necessary. If there are any unpaid fines or penalties outstanding the driver will not be approved to check in until all requirements have been met. Any Driver that is not checked in prior to the closing of Check In will be placed at the rear of his/her heat race or at the tail end of the qualifying order. If placed at the rear of the qualifying order for this purpose the driver will get 1 timed lap. If a situation arises where a driver will not be available for the check-in process a representative may be used to do the check-in process. If a representative is used the driver and car must be on-site and ready for wheel packing when called or face the same penalty as posted for not checking in at all.

B. Drivers Meeting-

- All drivers must attend mandatory drivers' meetings. The driver's meeting will take place before packing or hot laps. If for any reason the driver cannot attend, a driver's rep is REQUIRED.
 - The number of racecars starting each Event and the number of laps for each event will be announced at the Drivers Meeting.
 - Any changes in the basic Event Night program due to car count, track conditions and/or any other circumstances will be announced at the Drivers Meeting.
 - There may be special events during the year that do not follow the standard racing format, when such events occur, all teams will be informed of specific program and/or procedural changes for that event. All racing programs are subject to change and any such changes will be explained at the Drivers' Meeting.

C. Hot Laps-

- Drivers must hot lap in listed group unless they have trouble that is reported to the Pit Boss or Race Director.
- Except in rare instances, hot laps will be limited to one session per car.

D. Qualifying-

- Qualifying will consist of two consecutive timed laps unless otherwise noted. If there are any changes to the two-lap qualifying procedure it will be shared at the Drivers Meeting.
- During time trials all cars must begin accelerating at the same point on the surface, meaning if a car's attempt is yellow flagged or slowed for any reason or halted due to a red flag condition, once cleared to resume the attempt, the throttle must be picked up in the same location as all other cars. If a driver feels he/she was interfered with during his/her qualifying attempt, he/she must notify the stagers, and if another attempt is granted, report directly back to the time trial push off area to be the next available car to qualify and be given one additional lap. If the driver returns to his pit stall no additional laps will be given.
- Qualifying will take place in the order of the pill draw. Each car will have a two-car grace period to be in line for their qualifying opportunity. If the grace period is missed the late car will take its time trial at the end of overall qualifying and receive only one qualifying lap. The best a late car can qualify is 50% + 1 of the overall number of qualifiers.
- The cars that are late must be in line before the last car receives a checkered flag. Qualifying will be closed once all cars that are in line have completed their time trial.
- In the event of two or more cars posting the same time in time trials, the tie breaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying order draw. If one (1) lap qualifying is utilized, the tiebreaker will be the qualifying order draw. The car that with the lowest pill draw will be awarded the faster time.
- In the event a qualifying car has a transponder that isn't reporting the driver will be directed back to the push off lane.
 - If the drivers own transponder is dead or missing, another one will be installed, and the driver will get 1 lap at the end of qualifying.
 - If the transponder is a track rental, it will be replaced with another one and the driver will get his scheduled quantity of laps as soon as possible.

E. Starts-

- Initial starts will be double-file at the chalk line, with the cars side-by-side and nose-to-tail in rows of two throughout the field.
- The leader of the race sets the pace and starts the race at the chalk line.
- Once the pace is set from middle of back straight all cars will maintain that pace nose to tail until the leader starts the race at the chalk line.
- If a car starts early, or if a car slows after the pace has been set and creates a false start, it will be at the discretion of officials whether or not to penalize one, both or none of the front row drivers by moving them back one row.
- In the event of a false start, the start will be called back by going yellow.
- False starts can be called by the Flagger or the Race Director.

- If we fail to get a good start after the third attempt, we will start single file in turn four by the original line up.
- Cars that jump a start that are not on the front row will be penalized at the next red, yellow, or checkered, whichever comes first.
- All cars must complete the first lap for the first lap to count.
- On the original start, all cars must be side-by-side and in line until the leader starts the race.

F. Restarts-

- All restarts will be in the restart zone on the back straightaway – there will be a cone.
- The leader can fire any time after his/her front wheels enter the restart zone.
- If the leader starts prior to entering the restart zone a yellow will be thrown and the driver will be penalized 1 position.
- All restarts will be single file WITHOUT GAPPING. All cars must pass to the outside (right side) of the cone in a single file manner. If a car passes to the left of the cone, hits the cone, or passes another car prior to reaching the cone, they will be penalized two spots.
- If a driver hits the cone avoiding an accident that causes a yellow or red the driver will restart from his previous position.
- All lapped cars will be placed to the rear on restarts.

G. Flags-

- Green Flag
 - When the starter displays the green flag, the track is open for racing.
 - The green flag signifies the start or restart of any race and/or time trial run.
- Yellow Flag
 - When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period. Slow down in a controlled manor.
 - When the yellow flag is displayed and/or caution lights illuminated no passing is permitted
 - All cars will align single file.
 - Cars out of position will be advised over the rivers one-way radio where to line up.
 - Yellow at the Checkered- Any cars taking the checkered flag will be scored in order. Others that come after the yellow is thrown will be scored by the previous lap. Any cars involved will be placed to the back of their lap.
- Red Flag (Closed)
 - When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner.

- During any red flag all drivers, unless involved in the incident, or in the case of an emergency, must remain in their car unless otherwise instructed.
- During any Red Flag, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the accident scene.
- Cars that blatantly drive past the crash scene will be penalized two (2) positions or possibly disqualified.
- During a red flag condition drivers must stay off the inner apron to avoid blocking emergency vehicles.

- On a “**Closed Red**,” No crew members or any pit personnel are allowed on the track or outside the k-rails if the work area is in the middle. Any violation of this may very well result in disqualification. This rule has a ZERO TOLERANCE policy, and appropriate disciplinary action will be taken.

- Red Flag (Open)
 - When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner.
 - During any red flag all drivers, unless involved in the incident, or in the case of an emergency, must remain in their car unless otherwise instructed.
 - During any Red Flag, **ONLY EMERGENCY PERSONNEL ARE ALLOWED** at the accident scene.
 - Cars that blatantly drive past the crash scene will be penalized two (2) positions or possibly disqualified.
 - During a red flag condition drivers must stay off the inner apron to avoid blocking emergency vehicles.
 - On an “**Open Red**,” once all cars have stopped the Race Director will determine when the track is open, when the track is opened the crew may work on the car on the track. If a tire is changed, the car must restart at the rear of the line up in front of any cars that went to the work area.
 - If fuel is added, the crew must use an anti-slosh funnel.
 - With 2 minutes remaining in the Open Red a horn will sound.
 - With 1 Minute remaining a second horn will sound.
 - When time expires a 3rd horn will sound and if any crew members remain at the car it will go to the rear of field.

- White Flag
 - If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has 1 lap remaining.
 - Should a yellow or red be displayed after the white flag has been displayed but before the leader takes the checkered the restart will consist of two laps - green, white, and then checkered.

- Checkered Flag
 - A checkered flag will indicate the end of a race.
 - If the leader receives the checkered flag and the race is stopped (yellow or red) before all cars cross the finish line, the race will be scored complete. The

cars crossing the finish line before the stoppage will be scored accordingly, the remaining cars will be scored as they had completed the previous lap. Cars involved in the stoppage will be scored last on their respective lap. (Split Scoring).

- **Black Flag**
 - A furlled black flag will be a warning against on-track violations.
 - When a 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 the driver and car are subject to Event disqualification.
 - When a black flag is displayed for mechanical reasons (mechanical, tire, wing, etc.), the driver that the flag is being 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 approved to return to competition, the car may only return to the track during a caution and/or red flag period.

- **Official Signals**
 - All drivers must obey signals, communications, and any other Official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.
 - Failing to follow officials' direction can lead to penalties that may include disqualifications, fines, or suspension.

H. Format-

- The promoter reserves the right to alter the race format when deemed necessary.
- The Race Director will establish the race event procedures: starting positions, length, frequency, and administration of all events. When their decision is rendered, that decision will be final and binding. The race may be shortened due to time allotted or weather conditions and once the race has passed the half waypoint, it will be considered an official race.
- At Check-in Drivers will pill draw to establish a qualifying order.
- Hot Laps
- Heat Races will be lined straight up by qualifying time.
- Up to 10 cars - 1 Heat Race (8 laps) all cars transfer to the A Feature.
- 11-20 cars – 2 Heat Races (8 laps) all cars transfer to the A Feature.
- 21-30 cars – 3 Heat Races (8 laps) top 5 from each Heat Race transfer to the A Feature, all others to the B-Feature.
- A Feature line up will be based off each driver's Heat Race finish. Heat Race winners will grid first followed by second place finishers and so on until all spots in the A Feature are filled.
- B Features are lined up by Heat Race finish.
- The B-Main will be cancelled if one or multiple cars scratch, and the number of B-Main starters will all transfer to the A-Main. Such cars will tag the back of the A-Main by their B-Main lineup order.
- A Feature 25 laps (25 minutes).

- B Feature 12 laps (12 minutes)
- Unless instructed to do otherwise, the top three (3) finishers from the A-Main must proceed directly to the scales (prior to victory lane) in the infield to be weighed. Upon clearing the scales drivers must proceed directly to victory lane and participate in all victory lane activities, including, but not limited to, top 3 photos, media interviews, victory lane photos, etc. Failure to report directly to the scales as directed will result in a disqualification.

I. Work Area-

- The Designated Work Area is always open during racing; however, “Extended Time” is only granted in the A-Feature race.
- There will be no “Extended Time” for cars 1 or more laps down.
- There will be no “Extended Time” granted in the last 1/2 of a race. (Halfway of 25 is 13 laps completed etc.)
- There is no “Extended Time” until after the initial green flag.
- “Extended Time” is for cars involved in the incident that brought out the yellow or red flag. If you come to the work area and are not involved, you are not granted any “Extended Time.”
- “Extended Time” will be 2 complete pace laps once the cars on the track are in correct order and the scorers confirm the lineup is correct.
- If a car passes the Designated Work Area and returns to the pit area the car cannot return to that race.

J. Split Scoring-

- When a yellow/red is displayed, if all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. Only the leader must be scored to complete any further laps including the checkered flag.
- Split Scoring will be used in all races. Cars crossing the start finish line before the yellow/red comes out will be scored on that lap. All cars not having crossed the line will revert to the previous lap.
- A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident. (No split yellows after a yellow, or split yellows immediately after a red)

K. General-

- Competitors may stop on the track during any yellow flag situation to alert an official of an unsafe condition including but not limited to driver’s radio not working, debris on track, driver’s safety equipment malfunction, etc. and be placed back into their current running position.

- Any car that does not race on the designated racing surface to better its position may be black flagged and/or penalized at the discretion of the Race Director.
- The maximum number of event laps will be stated by the Race Director during the Drivers Meeting but may change due to extenuating circumstances.
- Cars will not be permitted to return to a race after the lights out signal has been given or during any green flag conditions. An offending car will be automatically disqualified.
- A caution will be thrown for any car that does a 360 spin whether they come to a complete stop or whether they continue under power. The driver will restart the race behind all cars running on the same lap.
- Any car that receives two (2) charged stoppages in the Main Event (yellow or red) will be black flagged for the remainder of that race but will receive starting points if earned and/or any position gained at the finish of that race.
- At the discretion of the Race Director any car that intentionally brings out a caution period will be disqualified from the event.
- Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the Race Director.
- A race will be considered complete once the leader completes the designated number of laps or receives the checkered flag whichever comes first.
- Any race with a yellow or red flag displayed on the final lap but before the leader takes the checkered will result in the race ending in a Green-White-Checkered finish.
- Any cars that stop on the race surface or leave the track during a caution period will be required to restart behind the cars on the same lap.
- Any car that spins out as the field is stopping for a red flag situation will retain their running position.
- A spin or stoppage that requires a car to be restarted during a yellow flag slowdown period is considered as being involved and will result in that car or cars restarting behind the cars on the same lap that stay on the track.
- Any car that is stopped for consultation during a caution period will retain its position if the Race Officials deem the car 'clear' and permit it to return directly to competition without adjustment.
- After stopping, during a red flag condition and with approval from the Race Director, a car not involved in the incident may be pushed or towed (not driven), to the work area or pit area.
- If a pace truck is on the track, no cars are allowed to pass it without permission from the Race Director. Violators will be penalized 2 spots, sent to the rear of the field or disqualified, race Director discretion.
- Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Violators are subject to disqualification, suspension or fine.
- For any cautions, after the initial green flag has been displayed and without completing a lap, the line-up will be crisscrossed with involved cars going to the rear.
- If any car which has been confirmed "scratched" to a Skagit Speedway Official by a designated team representative, wishes to re-enter, the car must start on the tail of any event it is qualified for. If any cars scratch or elect to go to tail prior to a race line-up being posted on the line-up board, remaining cars will be crisscrossed forward in the line-up.

L. Championship Points-

- Points are awarded equally to the driver and car owner.
- Payouts are paid to registered car owners.
- Points are awarded for qualifying, heat and main.
- To receive points for qualifying, heat race or feature race the driver must take the initial green flag.
- Cars not competing in the Main event will receive 50 show-up points.
- To be eligible for show up points, said car must attempt to compete or no points will be awarded.
- To be eligible for points trophies and Merchandise - Car owner must be in good Standing.

Qualifying	Heat Race	Main Event			Non-Transfer
1 = 15	1 = 10	1 = 100	10 = 76	19 = 60	55
2 = 11	2 = 9	2 = 95	11 = 74	20 = 60	
3 = 8	3 = 8	3 = 90	12 = 72		
4 = 7	4 = 7	4 = 88	13 = 70		
5 = 6	5 = 6	5 = 86	14 = 68		
6+ = 5	6 = 5	6 = 84	15 = 66		
	7 = 4	7 = 82	16 = 64		
	8 = 3	8 = 80	17 = 62		
	9 = 2	9 = 78	18 = 60		
	10 = 1				

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