



2017 Mini-Sprint Rules

THE RULES AND REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE ORDERLY CONDUCT OF RACING EVENTS AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ANY SPEEDWAY EVENT AND BY PARTICIPATING IN THESE EVENTS, ALL SPEEDWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

Significant and/or material changes from the 2016 Mini-Sprint rules are underlined. Changes made for grammatical purposes or to improve clarity are not highlighted.

OVERVIEW

- The following contains the Official Rules and Car Specifications for all 2015 Mini Sprint Events.
- Any point not covered herein shall be resolved by the Mini-Sprint Mafia (MSM) and/or their appointed representative. It is the intent of the MSM, that the rules not be revised during the current racing season. However, officials reserve the right to make changes when deemed necessary for Safety, Cost and or Technical reasons.
- You must be a member of the MSM in order to accumulate season points. Your season points will start once your membership dues have been paid. Any driver who is not a member of MSM will be required to pay a ten-dollar fee per race night (or day depending on show schedule).
- "A" Feature Points are as follows 1. 150, 2. 142, 3. 135, 4. 130, 5. 125, 6. 122, 7. 119, 8. 116, 9. 113, 10. 110, 11. 108, 12. 106, 13. 104, 14. 102, 15. 100, 16. 98, 17. 96, 18. 94, 19. 92, 20. 90, 21. 89, 22. 88, 23. 87, 24. 86,
- Transponders are mandatory and must be mounted on the right rear down tube.
- All Drivers that take the competitive green flag but fail to qualify for the "A" feature will earn 65 points. All Drivers that make an effort but fail to take a competitive green flag in a heat race or main event (DNS) will earn 50 points.
- Heat race and Main Event line-ups will be set by points average inversion. Any driver not a member of the MSM will be placed behind the drivers who have accumulated season points. Pill draw will determine line-ups for the first race of the season. Heat race participation is MANDATORY.
- Rookie status shall be determined by MSM and/or car owner. Rookies must start scratch for no less than three (3) complete races and have a rookie flag (red or yellow) attached to the rear of the car.

RACE PROCEDURES

1. The line-up posted when cars enter the racing surface shall be the final line-up. In the event that a car fails to start a race, a criss-cross line-up will be used prior to the start of that race.
2. Any car requiring a **second** push on a start or restart will be placed at the rear of the field (no penalty for the first push due to mechanical failure for that night, assuming you were not the cause or involved with the yellow or red). Mechanical failures must be correct by the following scheduled race.
3. Any car not running at a reasonable racing speed may be subject to disqualification for safety reasons and asked to leave the racing surface.
4. Except under an "Open Red Flag" situation, the driver shall remain seated in their car with seatbelts secure at all times while on the racetrack. Any driver exiting their racecar on the racing surface or during any race for whatever reason shall be disqualified from that race. Additional penalties will be assessed for un-sportsman like conduct incidents that occur while out of the car. An exception will be made for a safety issue such as, but not limited to, fire. Decisions by the track officials are final.

FLAG PROCEDURES

- **YELLOW FLAG:** An area may be designated for any work to be performed. Cars remaining on the racing surface that are able to restart without service will be placed at the rear of the field in the running order prior to the yellow flag. Tire changes during a yellow flag are permitted if time allows. Any driver who works on his/her car or permits another person (other than Track Officials) to work on his/her car on the racing surface during a yellow flag shall be finished for that race. Any car that is involved in causing two (2) unassisted yellow flags will be disqualified for that race. If a yellow flag is thrown for debris, Officials will attempt to determine the car from which the debris came from. If that car can be determined, that car will restart at the rear of the field. There will be one attempt at a green-white-checked flag. If another yellow flag appears after that, the race shall be restarted with the green and white flags displayed at the same time.
- **RED FLAG:** Car(s) causing the Red Flag to be waved, and any other cars that change any tire, will be placed to the rear of the field for the restart. All other cars not involved in causing the red flag may resume in the position running prior to the red flag if driver joins the restart lineup when called.
- **CHECKERED FLAG:** A race is not considered complete until the checkered flag appears. If a yellow or red flag must be thrown after the checkered flag has waved, the race is officially over and the payoff will be done in the same manner as a yellow or red flag realignment for all cars finishing after the yellow or red flag is displayed.

SPORTSMANSHIP

1. Racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants, including drivers, owners, crew members, officials and fans. Track Officials will make every effort to be consistent with regard to rule implementation regardless of whom or what is involved.
2. Track Officials will treat all participants with respect, and shall expect similar treatment in return.
3. Drivers are responsible for the actions of crew members and family members. Any offending parties will be fined appropriately and disciplinary action will be taken if deemed necessary.

TECH & PROTESTS

1. The top four (4) finishers are required to go to the scales at the end of each "A" main feature. Anyone finishing in the top four (4) positions who does not go directly to scales for whatever reason (besides stopping on the front straight for interviews and pictures) will be disqualified for that race.
2. **Fuel** samples will be taken for analysis. Penalty for fuel infraction shall be forfeiture of all points and prize money won during the night. No race gas allowed.
3. **Tires** must test and pass at 50 or higher with the approved durometer gauge within 15 minutes of the end of the main event. If the first check fails, the tire will be allowed to cool for the entire 15-minute period before re-testing. After the second test is done and tire fails re-test, driver will be disqualified for that race. Penalty for tire infraction shall be forfeiture of all points and prize money won during the night.
4. **Weight** of both car and driver after main event must meet the minimum requirement of 750 pounds. Penalty for weight infraction shall be forfeiture of all points and prize money won during the night.
5. **Fuel, tires, wing size, weight, transmission gears, head gasket and charging system** will all be checked after each main event, **and winner only will be checked for bore and stroke.** One (1) random tech item will be drawn by the winner of the main event for that night as well.
6. Eligibility for Protests are as follows:
 - Protests will be accepted by Drivers ONLY, who are in good standing with the MSM. (Membership Dues must be paid in full)
 - Drivers must be entered in the same race wishing to protest and must also have finished in said race on the lead lap.
 - All protests must be in writing and accompanied by protest fees in cash within 10 minutes of the completion of the final race of the evening. Protests must be handed to an MSM Representative.
 - Protest may be directed toward any of the top four (4) finishers in the main event.
 - Any protest other than Engine protests will require the protester to pay (\$200) of which (\$100) of that amount is retained by the Tech Official.
7. If the car in question is found illegal, protester will be refunded (\$100).
8. If the car in question is found to be legal, the protester loses all monies paid. (\$100) will be paid to the car owner and (\$100) will be paid to the Tech Official.

9. **ENGINE PROTESTS ONLY;** will require the protester to pay (\$500) of which (\$100) of that amount, that is non-refundable is retained by the Tech Official.
10. If the car in question is found illegal, protester will be refunded (\$400), and all points accumulated by the protested car and driver, up to the date of protest will be lost.
11. If the car in question is found to be legal, the protester loses all monies paid. (\$400) will be paid to the car owner and (\$100) will be paid to the Tech Official.

SAFETY EQUIPMENT

The following safety equipment is mandatory for all drivers participating in any practice session, track packing and/or race.

1. **HELMET** – Driver must wear a Snell approved competition full head coverage helmet with one of the two latest SNELL rating approvals (currently SA2005 or SA2010).
2. **FIRESUIT** – Driver must wear a driving suit with an SFI rating of 3.2A/1 or higher. Fire retardant underwear, head socks and socks are recommended.
3. **GLOVES & SHOES** – Driver must wear SFI rated gloves and shoes of 3.2A/1 or higher.
4. **NECK RESTRAINTS** – The use of a neck brace collar is required. In place of a neck brace collar, you can use a Head and Neck Restraint (HANS) system (highly recommended).
5. **ARM RESTRAINTS** – Drivers must have arm restraints which are adequately adjusted to keep the driver's hands below the top of the roll cage.
6. **RACECEIVERS** – All drivers must have a functioning RACEceiver while on the racetrack. If the driver's RACEceiver is not functioning at the time of a race, it is the driver's responsibility notify a track official.
7. **SEAT AND SEATBELTS** – Cars must be equipped with a high back racing seat. It is highly recommended that the car be equipped with a proper fitting full containment seat. All cars must be equipped with a 3-inch 5-point restraint system with manufacturer's date stamp of no older than 5 years. Frayed or damaged belts are not allowed at any time. Seatbelts must be securely attached to the car and used at all times. Metal to metal latches only.
8. **NUMBERS** – All cars must have legible numbers in contrasting colors on both sides of the tank and top wing. Tank numbers must meet the minimum requirements of 10 inches on each side. Top wing numbers must meet the minimum requirements of 12" on each side and also a 12-inch number on the top of the wing facing the front of the car. Officials must be able to clearly see your numbers.

MINI SPRINT SPECS

CHASSIS

- Any Mini-Sprint/ Micro Sprint Chassis is permitted, but must pass all test prescribed by safety inspectors.
- Aluminum Chassis are not allowed.
- Roll cage must be of a four-post design. Elliptical (oval shaped) tubing used on or as part of the main frame structure is not allowed.
- The front section of the cage shall be no farther back than the steering wheel.
- Roll cage shall have sufficient fore and aft bracing and strength to support the weight of the car & driver in case of an upset. Cage shall have gussets at the intersecting bars to the uprights. Bends must have at least a 3-inch radius. No Square or pointed corners allowed.
- Roll cage must be a minimum of 3 inches and a maximum of 6 inches above the driver's helmet.
- It is mandatory to install a cross brace behind the seat to support the shoulder harnesses.
- Hollow, Tubular or Drilled-out bolts are not allowed.
- If frame does not enclose front axle, it must have front axle tethered with "seatbelt" material that is securely attached to frame.

ELECTRICS & ELECTRONICS

- On/Off switches must be located on the dash.
- On/Off switches must be connected and fully functional.
- Two-way radio communication is not allowed.

- Tachometers electronic or manual are allowed.
- Battery - All batteries must be securely mounted and if located inside the cockpit area, they must be covered and vented outside the cockpit area.
- Electronic traction devices are not allowed.
- Telemetry and /or data logging systems (i.e. Micron) are allowed.

BODY AND INTERIOR

- **BODY** – All Cars must have complete bodies. The triangulated area behind the cage maybe enclosed but may not exceed triangulated area with no more than a 1" flap not to exceed 45 degrees. Body of the car must be made of aluminum, metal, fiberglass or high impact plastic.
- **SHIFTERS** – Must be mounted inside the driver's compartment.
- **FIREWALLS** – There must be a firewall between the driver and engine compartment. Must consist of steel, aluminum, or fiberglass. Minimum specifications are: Steel to be 24 gauge and aluminum to be .0625 in thickness. Rear view mirrors are not allowed.
- **FLOORS OR BELLY PANS** – Cars must have an under pan extended from the front of the seat to a place forward of the driver's feet.
- **CHAIN GUARDS** – Are mandatory and are required to be covering the chain. Chain guards must be made of .090 aluminum or thicker. Any equivalent material to that is also acceptable. Chain guards must extend from the front of the sprocket to the rear of the cockpit opening. Driver must not be able to touch the chain or sprocket.
- **BUMPERS AND NERFS** – Car must have bumpers extending beyond the front and rear tires. Nothing may extend beyond a tangent line from the outside edge of the tires to the bumpers. Nothing may extend beyond the outside edge of the tires or wheels, whichever is the widest. No sharp corners or design as to hook or damage other cars. All cars must be equipped with nerf bars. Nerf bars must extend to the inside edge of the tires, but not beyond the outside of the tire. All front bumpers cannot exceed 9 inches from the front of the frame to the front of the bumper. Aluminum rear bumpers and aluminum nerf bars are not allowed. Aluminum front bumpers are allowed.

TIRES, WHEELS & SUSPENSION

- **TIRES** – Right rear tire can be any manufacturer but must test to a compound of 50 or harder (see TECH & PROTESTS above). Cutting, grooving or sipping tires is permitted.
- **WHEELS** – Must be held on with four (4) or more lug nuts or knock off nuts. Wheels must be 10 inches in diameter. Any brand or manufacturer is allowed. Bead-lock are highly recommended.
- **WHEELBASE** – Minimum wheelbase is 50 inches and not to exceed Maximum wheelbase of 70 inches from the center of the front axle to the center of the rear axle.
- **TREAD WIDTH** – Maximum of 50 inches and a minimum of 32 inches (measured from center to center of tires).
- **SPRINGS** – Coil springs or torsion bars allowed.
- **SHOCKS** – Any steel or aluminum shock absorber allowed.
- **HARDWARE** – All suspension bolts (except wheel nuts) must be secured by some type of locking device.
- **BRAKES** – Must be of sufficient strength so as to slide the wheels while the car is in motion at any given time.
- **IN-CAR ADJUSTMENTS** – No more than two (2) in-cockpit adjusters (wing slider, panhard bar adjuster, shock adjusters) may be used in your car. Idle adjuster is allowed and not included as one of the two.

WINGS

- Top wing must be a minimum of 10 square feet and a maximum of 16 square feet. Left sideboard 26"x 54" maximum and right sideboard 24"x 54" maximum.
- Nose wing maximum of 4 square feet.

FUEL SYSTEM

- **FUEL** – Gasoline, Methanol or Ethanol are allowed. No upper end lubricants or additives allowed. No nitrous systems allowed. No race gas allowed.
- **TANK** – Tank must be equipped with a tail tank and bladder OR with a safety fuel cell. All fuel tanks must be equipped with a one way check valve designed to prevent the spillage of fuel from the tank vent in the event of a rollover.
- **THROTTLE** – Must be foot operated. (hand-operated allowed only in the case the driver has a disability).

- **INTAKE SYSTEM**

1. Any motorcycle style carburetor allowed.
2. Fuel injected carburetors are allowed.
3. Fuel injected engines may run carbs instead of stock fuel injection.
4. Stock fuel injection throttle bodies can be modified to run methanol (or ethanol).
5. No after-market fuel injection throttle bodies.
6. A Power Commander controller can be used with a fuel injection system.
7. No mechanical fuel injection systems allowed.
8. No turbochargers or superchargers allowed.
9. Billet intake boots allowed.

ENGINE RULES & WEIGHT

NOTE: After three wins, the MSM Club will inspect the motor if officials deem necessary

Non-Wing	Wing
600 Stock 725 lbs.	750 lbs.

4-cycle multi-cylinder engines not exceeding 600cc:

- No limited edition motors will be allowed.
- No current year production engines allowed. (i.e. 2015-2016).
- No removing the charging system. It must remain in complete working order. No factory racing charging systems.
- No titanium anywhere in or on the engine, unless it comes stock from the manufacturer on the production bike.
- Must have engine, clutch and transmission all in one unit.
- Must be chain driven.
- Clutch must remain operational.
- Aftermarket clutch discs allowed but the clutch basket must remain stock.
- No modification to the stock transmission gears, no close-ratio gears or nonstandard gear ratios.
- All gears must remain in transmission, no removing any gears.
- No lightened cranks, no cam degreeing, and no lightened pistons.
- Cam gears that are re-drilled, slotted or altered are **illegal**.
- Any air cleaner will be allowed
- Any exhaust will be allowed
- Crank case ventilation to atmospheric pressure only allowed.
- Any ECU allowed (cannot be cockpit controlled).

4-cycle multi-cylinder engines not exceeding 636cc:

Non-Wing	Wing
775 lbs.	800 lbs.

This is for any internal modifications on engines including:

- **Charging system removal.**
- **Transmission modifications.**
- **Boring.**
- **Porting and polishing.**
- **Any modification done to the engine.**