



All Sprintcar racing, for SCCA Inc. registered sprintcars, in Australia will be conducted under the current Sprintcar Control Council of Australia Inc, Racing Rules, Regulations and Specifications Rulebook.



The SCCA Inc. will enforce the Speedway Australia Pit Rules and Occupational Health and Safety Rules at Speedway Australia affiliated venues where SCCA Inc. registered Sprintcar competition is being conducted through the SCCA Inc. and their State/Territory member Clubs and other affiliated bodies.

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Australian 360-LS Sprintcar Championship® is a registered trademark of the Sprintcar Control Council of Australia Inc.

Front Cover

Lachlan McHugh -360-LS Sprintcar Champion
Photo Aidan Freeman

James McFadden – 410 Champion
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Award of Excellence

Bob Tunks
Jim Muir
Gary Winterbottom
Peter Craft
Terry Barry
Wayne Baines
John Kelly
Max Dumesney

DUTY OF CARE STATEMENT:

"IT IS MY DUTY TO ADVISE YOU:
THAT MOTOR RACING CAN BE DANGEROUS;
YOUR EQUIPMENT COULD BE DAMAGED OR DESTROYED;
AND
YOU MAY SUFFER SERIOUS PERSONAL INJURY OR WORSE..
IF THERE IS ANY ASPECT OF THIS RACE MEETING THAT
CAUSES YOU CONCERN FOR YOUR PERSONAL SAFETY OR
FOR THAT OF ANY MEMBER OF YOUR CREW, WHETHER
THAT CONCERN BE WITH THE TRACK, THE VENUE OR THE
MANNER IN WHICH THE MEETING IS BEING CONDUCTED, IT
IS YOUR OBLIGATION TO BRING THOSE CONCERNS TO THE
ATTENTION OF THE CLERK OF THE COURSE.
IF AFTER DOING THIS THOSE CONCERNS ARE NOT
ADDRESSED TO YOUR SATISFACTION, YOU ARE ADVISED TO
WITHDRAW FROM THIS RACE MEETING.
DOES EVERYONE UNDERSTAND THEIR OBLIGATIONS AND
RIGHTS IN THIS REGARD?
IT IS ALSO MY DUTY TO ADVISE YOU THAT AT ANY TIME
DURING THIS RACE MEETING RANDOM DRUG AND OR
ALCOHOL TESTING MAY TAKE PLACE. IF YOU HAVE ANY
DOUBTS AS TO YOUR ABILITY TO PASS SUCH A TEST AT OR
BELOW THE STATED LIMITS YOU SHOULD WITHDRAW FROM
THIS RACE MEETING IMMEDIATELY.

DOES ANYONE HAVE ANY QUESTIONS?

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SPRINTCAR CONTROL COUNCIL OF AUSTRALIA INC.

SECTION A - BEFORE RACING

PREFACE

These rules shall come into operation on the first day of September 2024, but any annulment shall not:

- a. Affect the previous operation of any rule so annulled or anything duly done or suffered there under; or
- b. Affect any right, privilege, obligation or liability acquired, accrued or incurred under any rule so annulled; or
- c. Affect any penalty or disqualification incurred in respect of any offence committed against any rules so annulled.
- d. Local rules are not permitted except tyre rules. Any Member Club utilising local rules will incur a fine of \$1,000.00 for the first infringement and \$5,000.00 for each further infringement.
- e. In these rules, words importing the singular include the plural and the plural the singular, unless the context requires otherwise; and words importing the masculine gender shall be deemed and taken to include females unless the contrary is expressly provided.

1. NOMENCLATURE AND DEFINITIONS

The Council - Shall mean the Sprintcar Control Council of Australia Inc.

Member Club - Shall mean any Association, Club or Body which is a member of the Council.

Affiliate - An affiliate is approved by means of a signed affiliation agreement that is accepted by the council to administer the current Racing Rules, Regulations & Specifications of the SCCA.

Sprintcar - A motor vehicle which complies with the sprintcar specifications of the Council for the time being in force.

Promoter(s) - Any person, incorporated or unincorporated association or body proposing to hold or organise or which is holding or organising a competition or race event under the auspices or approval of the Council.

Championship - A major meeting which has been designated by the Council as a Championship.

Course, Track or Race Track - The route to be followed by the competing vehicle(s).

Control - All members are under the control of the Member Club conducting the meeting from the time they enter the speedway complex until the time they leave it.

Drivers - The holder of a permit or licence to drive in a competition or race event.

Duration of Meeting - A meeting is 1 hour before the Sprintcar drivers' briefing and 1 hour after provisional placings are posted for Sprintcar racing that night.

Hot Laps - Car/Cars circulating under racing conditions without competition.

Licence - A permit to drive a sprintcar in a competition or race event issued by the Council.

Major Meetings - any meeting which is not a minor meeting.

Minor Meetings - Minor meetings consist of local cars and drivers which normally compete at that track for normal prize money.

Participant - means any person, whether a member of the club to which these rules apply or otherwise, who drives, co- drives, owns, officiates or participates in any capacity as Chief Steward, steward, or delegate of the Chief Steward, pit crew, mechanic, time keeper, marshal, crowd controller or in any other capacity associated with the conduct of motor sport racing.

Protected Date - A date allocated by the Council on which nothing other than a minor meeting can occur.

Speedway - The track, the area enclosed by the track, the pits and surround areas, the viewing area, parking areas and any other area within the perimeter of the arena traversed by the drivers or the public in the usual course of a race event.

Track Clear - The track is deemed clear when the last obstruction involved in a stoppage has been removed from the track.

2. DISCLAIMER

The rules and/or regulations contained herein are designed to provide for the conduct of Sprintcar racing events, and to establish minimum acceptable requirements for such events. It is the responsibility of each participant in any race meeting to have a copy of, or be aware of, the content of these rules and/or regulations. 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 express or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator or official.

No express 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 race officials. Their decision is final.

- (i) Neither the Council or any Member Club nor any official of the Council or any Member Club shall be liable to prosecution or to any action for damages or breach of contract or to an injunction order or any judgment of a court at the instance of any member, driver, mechanic or person admitted to a race track or for anything:
 - (a) done in pursuance of the Rules or intended or purported pursuance of the Rules or other power or authority;
 - (b) omitted to be done which by the Rules or by reason of some other power or authority should have been done;
 - (c) done as a Council or Member Club or as a committee or in their individual capacity.
- (ii) Neither the Council or any Member Club nor any official of the Council or any Member Club shall be liable for any loss or damage:
 - (a) arising on the race track of the Council or Member Club concerned or which it was the licensee or lessee or was in occupation at the time;
 - (b) in connection with the custody or possession of any chattel whether such loss or damage be due to any act or omission or to negligence and whether it arose through the state or condition of the land or fixture or to any movable property on the land or to any other cause whatsoever.

3. SUPPLEMENTARY REGULATIONS

May be used for local issues such as, but not confined to; pit entry requirements, timings, heat seeding, time trial draw and trophy presentations. The supplementary regulations must be in writing and available to all entrants prior to the first event of the race meeting but shall not alter in any way the racing rules, regulations and specifications within this rulebook.

4. SCCA PREFERRED MINIMUM TRACK RATING STANDARDS

The State/Territory Member Club, in conjunction with the SCCA Executive and insurer will determine the maximum size of fields for each track. Refer to SCCA website for Track Density Matrix.

4.1 EQUIPMENT

All circuits must have available a vehicle capable of lifting 1.25Tonne (25cwt) at least 3 metres (10 Feet).

5. REGULATIONS

5.1 SCCA POLICY

- (i) To conduct a race meeting under these rules, the Promoter(s) must submit an application, including all requested documentation, to the State Member Club in a timely manner. Council or the State Member Club will not recognise, sanction or assist a race meeting conducted by a promoter/entity for which approval has not been granted by the State Member Club, in conjunction with the Council, or has not met the minimum standards set out under Clauses 5.1 (v) and 5.2, or has outstanding prize, tow money and or debt owed to the current Council licence holders (State Member Club). The SCCA licence, log book and Racing Rules, Regulations and Specifications are only valid at an approved SCCA event.
- (ii) It is recommended three (3) persons, plus driver, minimum to be admitted free to the Speedway or be refunded.
- (iii) Any race meeting with \$8,000 or more to win may have a rain date.
- (iv) All clubs running sprintcars will ensure the following paperwork is completed for each race meeting:
 - (a) A copy of the nominations for each week;

- (b) All drivers have personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the State/Territory Club Secretary);
- (c) All owner/drivers have a current copy of the SCCA Rules and Regulations;
- (d) All drivers are using a current SCCA Log Book and SCCA competitors licence that is signed off correctly for each meeting;
- (e) All drivers sign a correctly dated release and indemnity. A guardian's signature is required for under age drivers;
- (f) The Duty of Care is read and signed by each driver at the drivers' briefing;
- (g) A copy of the weights chart showing the correct weight for each car from the scales;
- (h) A copy of the timing chart from the transponders and or manual lap score sheet;
- (i) A copy of any infringement notice issued on the night.

(v) Membership Protection Policy

The full document is available on the SCCA website (www.scca.com.au) in the drop-down box in the 'Information' icon.

5.2 POWERS AND DUTIES OF STEWARDS

- (i) The Steward/s, Clerk of Course and Chief Steward shall be duly appointed by the Member Club conducting the competition or the Council and are responsible to the Committee of their respective Member Club or the Council for the general conduct of a meeting in accordance with these rules and any supplementary regulations.
- (ii) Chief Steward to have complete control over meeting including lap scorers. Prior to any racing, Chief Steward in consultation with promoter will inspect all safety equipment described under criteria used for specifications, safety equipment and lighting as per this rule book.

5.3 DISQUALIFICATION

Drivers, owners, pit crews and officials will conduct themselves as professionals. A sprintcar driver, owner or official can be disqualified at any time by the Chief Steward after consultation with club, track, or Council officials for the breach of the rules and regulations of the Council, or its members, or for conduct unbecoming to the sport of sprintcar racing. The driver or owner forfeits all points and prize money earned as determined by the relevant rule or penalty imposed in the rule matrix.

5.4 EXCLUSION

A sprintcar cannot participate in any race, event or meeting from the time the penalty is imposed as determined by the relevant rule until the penalty is served and the sprintcar forfeits all points and prize money earned as per the rule matrix.

5.5 ASSAULT

- (i) Any member, official of a member club who strikes, attempts to strike, or any way physically assaults a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of \$500 and 3 month suspension.

Second offence \$2500.00 and 12-month suspension.

Third offence \$5000.00 and 3 Years to "life suspension" (depending on the seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 7.6.

- (ii) Any member, official of a member club who verbally assaults/abuses a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of \$500 and 3 month suspension

Second offence \$2500.00 and 12 month suspension.

Third offence \$5000.00 and 3 years to "life suspension" (depending on seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 7.6

5.6 ANTI DOPING POLICY/LIQUOR POLICY

ANTI DOPING POLICY

- (i) The SCCA Inc. Anti Doping Policy, under the ASADA Act 2006 and the NAD scheme established under that Act shall apply to each Participant in the activities of SCCA Inc. or any of its Member organisations by virtue of the Participant's membership, accreditation, or participation in SCCA Inc., its Members, or their activities or Events.

This Anti-Doping policy shall apply to all Doping Controls over which SCCA Inc. has jurisdiction.

- (ii) ASADA Act 2006 means the Australian Sports Anti-Doping Authority Act 2006 (Cth) as amended from time to time.

NAD scheme means the National Anti-Doping scheme as defined under the ASADA Act 2006 as amended from time to time.

Participant is defined in the Anti Doping Policy and this rulebook.

- (iii) Saliva Testing Procedure

- (a) Anti-Doping/Drug Testing Organisations with Testing jurisdiction shall conduct such Testing in conformity with the Australian and International Standards for Testing in force at the time of Testing.
- (b) Phase 1 Participants will be subjected to an Australian Standards (AS4760) saliva test.
- (c) Phase 2 Participants returning a positive result in Phase 1 will be offered the opportunity for a secondary test for further testing via a laboratory.
- (d) Phase 3 Participants returning a positive result in Phase 1 will be stood down immediately from the event, be issued with an approved SCCA infringement notice with a penalty as prescribed in rule 5.6 (vi) and will be immediately excluded from entering all authorised areas. If the participant elects to conduct a secondary test for further testing the infringement will remain in place pending the laboratory result.
- (e) If a participant refuses to provide a sample for testing, the Chief Steward will issue an approved SCCA infringement notice and the participant will be subjected to the penalty of two (2) years suspension and a \$2000 fine.

LIQUOR POLICY

- (i) Interpretation of this rule
 - (a) "Duty Period" means the time period between the commencement of a Participant's duties, driving or other role, in the course of a race meeting, until the removal of all powered vehicles from the race track at the end of the last race of the meeting;
 - (b) "Suspension" means suspension from any and all activity as a Participant;
 - (c) "Aggravated Offence" means:
 - (i) An offence under rule 5.6 Liquor Policy (ii) (b), Liquor Policy (ii) (c), where the Participant is a driver and has a percentage of alcohol in his/ her blood exceeding 0%; or
 - (ii) A refusal to provide a sample pursuant to sub rule 5.6 Liquor Policy (iii).
- (ii) Presentation and Ingestion Offences
 - A Participant shall not:
 - (a) Consume alcohol neither within a Duty Period nor within 12 hours preceding a duty period.
 - (b) Commit any offence against sections 59, 59A, 60, 61, 64, 64A, 64AA, 66, 67 or 67A of the Road Traffic Act 1974 (WA), in the course of travelling to or from a race meeting, and Participants place of residence, lodging or employment.
 - (c) Have a percentage of alcohol in his/her blood equalling or exceeding 0% during the Duty Period.
 - (iii) Participants to provide samples for random testing:

The Chief Steward, or up to three persons nominated in advance in writing by the Chief Steward being members of good standing and experience, or any of these persons may require a Participant, at any time during the Duty Period, to provide a sample of his/her breath, blood or urine for analysis, for the purpose of detecting the presence of alcohol. If unable to comply immediately, drivers and officials must complete before entering the race track arena, and crew at a convenient time within 15 minutes after being approached.
 - (iv) Method of providing breath, blood or urine samples:

(a) Breath samples:

Once the competitor or participant has signed into the venue the Chief Steward and/or his/her nominees as referred to in the preceding sub-rule shall not require a driver/Participant to provide a sample of his/her breath for analysis unless the Chief Steward provides self- testing breath analysing equipment as defined by the relevant state legislation.

- (i) Should a driver/ participant fail a preliminary breath test (on-site on race day) the tester should notify the Chief Steward of the meeting immediately after the first test. The driver/participant is then required undergo a second test to confirm the positive reading.
- (ii) A period of no less than 15 minutes should, from the time the first test has been completed, pass before the second and final test is conducted. During this 15-minute period, the driver/participant is not to be provided with, or be allowed to consume any form of food, drink, or smoke/ vap and must stay with the official conducting the test.
- (iii) After the 15-minute period has elapsed, the driver/ participant will be required to undergo a second test. Should the driver/participant proceed with a second breath test, and a second reading in excess of 0.00% or higher be returned will subject the driver/participant to the relevant penalties as per rule
- (vi) Penalties. Should the the driver / participant fail to provide a sufficient breath sample or refuse to provide a breath sample for a second test they will be subject to the relevant penalties as per rule (vi) Penalties.

(b) Blood Samples: The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her blood for analysis unless the Chief Steward provides the services of a medical practitioner or a registered nurse and such other equipment as may be required by such medical practitioner and/or registered nurse to take a sample of the Participant's blood, and in this event, the Participant shall be entitled to receive, at the time a sample of his/her blood is taken, a sample of the Participant's blood for the purposes of the Participant conducting his or "her own testing on that sample.

- (c) Urine Samples: The Chief Steward and/or his or her nominees shall not require a Participant to provide a sample of urine unless the Chief Steward has provided facilities for the taking of that sample in accordance with Australian and New Zealand Standard 4308:2001: "Procedures for the collection, detection and quantitation of drugs of abuse in urine", or such other standard professional practice or best method as may be adopted from time to time.
- (d) In all such cases the cost of collecting, transporting and testing any breath, blood or urine samples shall be borne by the club or clubs conducting the race meeting who will not be entitled to contribution by any Participant for any testing conducted.
- (v) Investigation and Referral for Disciplinary Purposes: The Chief Steward upon receiving the results of any sample testing or other evidence implicating a Participant in a breach of these rules shall forthwith refer the matter to the Secretary of the Member Club in accordance with rule 7.6.
- (vi) Penalties
 - (a) Not notwithstanding any other rule, a Participant found to have breached any of the foregoing sub rules shall be liable to the following penalties:

First Offence: Up to three months disqualification, a \$500.00 fine, (or both); Second Offence: Up to two years disqualification, a \$1,000.00 fine, (or both); Third Offence: 10 years disqualification.
 - (b) Penalty for Aggravated Offences.

First Offence: Up to two years disqualification, a \$1,000.00 fine, (or both); Second Offence: Ten years disqualification, a \$5,000.00 fine, (or both); Third Offence: Up to life disqualification, \$10,000 fine or both.
 - (c) Any driver found guilty of three or more drug/alcohol breaches shall be banned for life.

5.7 OWNERS

The owner of a registered sprintcar must be a member of a Member Club of the Council.

5.8 LOG BOOK

- (i) The log book is to accompany the Sprintcar at all times and shall be passed to the new owner on sale of the Sprintcar. Replacement of the book will be made when it is full or beyond reasonable use. Prior to the commencement of each racing season, and at any other time that a Member Club may direct, the owner/driver of every sprintcar shall submit his sprintcar and safety helmet for inspection.
- (ii) Prior to any competition the vehicle log book and drivers licence must be handed to the Scrutineer and returned to the owner/driver at the completion of the race meeting.
- (iii) Logbooks to be issued annually.
- (iv) All non compliances relating to structure and/or safety on any Sprintcar entered in the log book by the Scrutineer will be completed before the car can be entered into any meeting. Any other minor non compliance entered into the logbook by the Scrutineer must have a date for changes/ repair completed before the car can enter any meeting.
- (v) Logbooks are to be signed by the Driver only after scrutineering is completed by the nominated Club Scrutineer(s). Failure to sign means that scrutineering is incomplete and driver/car are ineligible to compete in any event.
- (vi) All sprintcars, upon change of ownership and before racing, must be registered and all fees paid. **All Sprintcars must be registered in the state the owner resides in unless written permission is granted by the resident state club.**

5.9 DRIVERS MEMBERSHIP

- (i) No driver shall be entitled to participate in any competition or race event unless he is a member of a member club.
- (ii) Any driver may transfer from one Member Club to another with the approval of the transferrer club. A driver wishing to transfer membership, shall notify the transferee club and the Council secretary in writing. The transferee club shall, upon receipt of the written notice from the driver, confirm to the Council secretary in writing, that it assents to the drivers transfer. Upon receipt by the council of the written notification from the transferee club, the driver will be deemed to be registered with that club.

5.10 MEDICAL FITNESS

A driver shall undergo a medical examination each year and receive a clearance to race.

In the event of a driver being concussed/unconscious it is mandatory for that driver to obtain a written medical clearance before racing again.

Further examinations maybe required if requested by the Council/Steward. Any driver obtaining an SCCA/Speedway Australia license must supply the State Member Club of SCCA with a SCCA Health Statement and current medical certificate, electronic copy acceptable. A legible scan of the medical may be temporarily accepted by a SMC prior to the original medical being received. The original must be received within 10 working days of receiving the scan, otherwise the licence will be cancelled. Where a dual licence is required, the Licensing Club will verify medical certificate with original issuing association. The allowable period for a medical to be lodged to obtain an SCCA Licence is 3 months from date of medical.

If an overseas driver comes to race in Australia, no medical required if he has raced in the last six months.

5.11 DRIVERS LICENSE

All drivers must hold a current SCCA Inc. licence, during the period 1 July to 30 June, issued in the State or Territory he/she is a resident unless written permission is granted by the resident's state member club.

Speedway Australia Licences that are issued through the SCCA

membership (State Member Clubs) end on 30 June. The minimum age of consent is 16 years of age.

All licence applicants must hold adequate personal accident insurance (proof of which, i.e. certificate of currency, should be kept by the State/Territory Club Secretary).

New drivers will be subject to fifteen (15) questions written test prior to a licence being granted by the state member club. All questions must be answered correctly.

Any other driver will be subject to a random test as required by the Member Club. This test will change per annum and be written by the SCCA.

The purchase of a rulebook is mandatory with the issue of every licence. i.e. no rulebook, no licence.

Overseas drivers must join a Member Club of their choice and hold a current SCCA Inc. licence and Australian insurance.

Drivers holding an SCCA License and/or possessing an SCCA Sprintcar are encouraged to participate in Sprintcar events sanctioned by the State Member Club of the respective State/Territory. Participation in unsanctioned events may result in suspension if safety regulations are not adhered to or if their actions bring the sport into disrepute, such as reckless behavior leading to injury or damaging the reputation of Sprintcar racing. In such cases, the State Member Club reserves the right to suspend the driver from future participation in sanctioned events.

Any State Member Club, Sprintcar owner or other SCCA member who organises or allows a driver to compete against SCCA licensed drivers without an SCCA licence will be liable to be fined a minimum of \$500.00.

Medical assessments shall be carried out at State or Territory level. The name and address of the assessor shall be kept on file by the State Member Club. If a SCCA Inc State Member Club refuses to issue a SCCA Inc. drivers licence to an applicant, the applicant may apply in writing to the SCCA Inc. for a review of the application.

The SCCA Inc. Licence Review Panel (LRP) shall comprise of up to three independent persons who will assess the evidence of both the applicant and member club, to reach an unbiased and lawful decision. The decision of the LRP will be final, unless new evidence is submitted or circumstances alter. Only applications in writing to the SCCA Inc. will be considered.

Licence is not valid unless it has current photo of the driver.

5.12 NEW DRIVERS

- (i) A driver shall at the request of the Chief Steward, satisfy race officials of:
 - (a) Their driving ability;
 - (b) Their knowledge of flag and light signals;
 - (c) Their physical condition; before taking their position in a race draw.
- (ii) Upon written request to a member club, a prospective new driver may practice with licensed drivers at official practice sessions only. Approval may be given for a maximum of two practice sessions. The sprintcar must be registered.
- (iii) New drivers are to be placed at the rear of the field for 3 race nights as a minimum. The chief steward may extend or reduce the number of meetings if deemed necessary. New drivers may start in their appropriate point's qualified position in the main feature event if the Chief Steward deems the drivers are capable.
- (iv) A new driver is initially to be given a provisional (P) licence only until the Chief Steward signs off and feels he or she can produce consistent lap times and race competently with other competitors.

Whilst on a P licence this driver is unable to compete at Australian Sprintcar Championship®, WSS events, the Classic or other major events (as designated by the SCCA) including State Titles.

5.13 CONTROL OF PIT CREW

A driver shall be held responsible for the actions of his pit crew and sprintcar owner in respect to these regulations at race meeting.

5.14 DRIVERS MEETING

- (i) Shall be conducted by the Chief Steward prior to any racing.
- (ii) Shall be attended by all officials, drivers and Crew Chiefs.
- (iii) Chief Steward shall notify meeting of any supplementary regulations relating to the meeting or the track and read Duty of Care Statement.
- (iv) Each driver, on each event of racing, must sign a Release and Indemnity form (appendix 5.14) before being permitted to compete in any event.
- (v) Any driver late shall contact race officials to ascertain any supplementary regulations, acknowledge Duty of Care

Insert Track Name Here

DRIVERS ROLL CALL & Acknowledgement to Duty of CARE Statement & Indemnity on Back of this Roll Call

DATE: <i>Insert Date Here</i>			Checked			
CAR#	NAME	SIGNATURE	LOG BOOK	SCCA Lic	S/A Lic #	S/Aust Lic
1						
2						
3						
4						
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By signing this roll call I am agreeing to the Release and Indemnity Notice AND Duty of Care Statement on the reverse side of this form.



RELEASE AND INDEMNITY IMPORTANT NOTICE

This is an important document. You should read it carefully before signing it. By signing this document you will be agreeing to limit your rights to make any claim against the Organiser and officials of the Event detailed below or other drivers or owners and you will be agreeing to accept responsibility for your actions during that Event.

In consideration of **[Insert Track Name Here]** ("the Organiser") accepting my entry for the Event I ACKNOWLEDGE THAT:

I will have the opportunity to drive a sprint car upon the Speedway Track at speeds well in excess of those at which I would normally drive on a public roadway.

I acknowledge and understand that other sprint cars may use the Speedway Track at the same time.

The Organiser does not warrant the skill, abilities or experience of any other drivers who may be using the Speedway Track during the Event. The Organiser does not warrant that other drivers will obey racing rules or drive safely.

Driving in such circumstances and motor sport generally is inherently dangerous and that by participating in the Event I will be exposed to risk of injury to myself and the risk of loss or

damage to any property in my care and control, and even risk of injury that may cause my death or physical and/or mental incapacity.

Because of my participation in the Event, I may not be covered under any insurance policy that I have in respect of my life or physical and mental condition. Also the sprint car I will drive may not be covered by insurance.

I AGREE THAT

I participate in the Event at my own risk and that I accept full responsibility for my actions or omissions in any way relating to the Event;

I shall not make any claim against the Organiser, officials, any sprint car owners or any other driver in respect of any loss, damage or injury either to myself or any property in my care and control that arises out of or is in any way relating to my participation in the Event;

I will indemnify the Organiser and officials in respect of any claim (including legal costs on a party/party basis) made by any person against the Organiser and officials in any way relating to my participation in the Event.

In this Release and Indemnity the "Event" means the activity organised and conducted by the Organiser to be held on the **[Insert Date Here]** at the **[Insert Track Name Here]** ("the Speedway Track"). Dated: **[Insert Date Here]**

DUTY OF CARE STATEMENT: MOTOR RACING CAN BE DANGEROUS; YOUR EQUIPMENT COULD BE DAMAGED OR DESTROYED; AND YOU MAY SUFFER SERIOUS PERSONAL INJURY OR WORSE.. IF THERE IS ANY ASPECT OF THIS RACE MEETING THAT CAUSES YOU CONCERN FOR YOUR PERSONAL SAFETY OR FOR THAT OF ANY MEMBER OF YOUR CREW, WHETHER THAT CONCERN BE WITH THE TRACK, THE VENUE OR THE MANNER IN WHICH THE MEETING IS BEING CONDUCTED, IT IS YOUR OBLIGATION TO BRING THOSE CONCERNS TO THE ATTENTION OF THE CLERK OF THE COURSE. IF AFTER DOING THIS THOSE CONCERNS ARE NOT ADDRESSED TO YOUR SATISFACTION, YOU ARE ADVISED TO WITHDRAW FROM THIS RACE MEETING. BY SIGNING THIS FORM EVERYONE UNDERSTANDS THEIR OBLIGATIONS AND RIGHTS IN THIS REGARD. AT ANY TIME DURING THIS RACE MEETING RANDOM DRUG AND OR ALCOHOL TESTING MAY TAKE PLACE. IF YOU HAVE ANY DOUBTS AS TO YOUR ABILITY TO PASS SUCH A TEST AT OR BELOW THE STATED LIMITS YOU SHOULD WITHDRAW FROM THIS RACE MEETING IMMEDIATELY.

I have signed the roll call on the reverse side of this form as my acceptance and understanding of the Release and Indemnity Notice.

5.15 STARTING OPTIONS

The pole position holder will be given the option of starting inside or outside for the A-Main events only.

5.16 CHANGING SPRINTCARS

A driver cannot transfer points from one sprintcar to another in heat races or qualifying events. If a driver has qualified for a race and cannot start in their own sprintcar, they may substitute another sprintcar but must start from the rear. If a driver cannot take his position in a time trial event he/she may substitute his/her sprintcar and has one lap at the end with one position less than 50 percent of the field being the best possible qualifying position. No driver can arrange for another driver to qualify/time trial their Sprintcar.

If more than one sprintcar is used by one driver in one meeting, they are all subject to engine or fuel checks. When a multi day/ night meeting is conducted, chassis may be changed after each day/ nights racing has been completed and retain points.

5.17 SAFETY EQUIPMENT

(i) Inspection

It shall be the responsibility of the Technical Committee to inspect all safety equipment prior to each event. All uniform and footwear worn by drivers must meet SFI or FIA standards. Any safety gear found at scrutineering not meeting the minimum safety standards will be held until the end of the Race Meeting or duration of the Event (whichever the longer period).

(ii) Helmets

- (a)** All Helmets must be a full face design, and comply with a minimum of either of the 2 most recent "Snell Memorial Foundation" "SA" ratings and the manufacturing date shall not be greater than 5 years from date of use OR proof of purchase less than 3 years from date of use.
- (b)** An approved helmet with an integral balaclava or clip on skirt is acceptable without an additional balaclava having to be worn.

(c) A (Tozuda ©) impact indicator is mandatory on all helmets, the device must be fitted to the rear of the helmet and must be in an untriggered state prior to any competition. The serial number of the indicator/s (if the driver has multiple helmets fitted) will be recorded in the drivers licence. In the event of an on-track incident that triggers the indicator the driver is to be excluded from competition until a medical clearance is obtained (as per existing concussion rule).

Triggered Indicators and Diagnosed concussions are to be reported to the SCCA Secretary.

No objects/attachments can be fitted to the helmet unless prior approval by SMC appointed scrutineer.

Introduction of a concussion register with a set amount of diagnosed concussion events in a set time period (data to be decided by a medical recommendation) referring the driver to a higher level of medical scans or neurological assessment.

(iii) Uniform

(a) To be of approved one piece double layer fireproof material such as "Nomex" and must be in good condition i.e. no tears or patches. Single layer suits not allowed. All driving uniforms must have SFI rating 3.2A or FIA 8856-2000.

Each 3.2A/10 or higher level "manufacturer certified" driver suit shall be inspected every five years by the "certifying manufacturer" for re-certification. After Inspection, when the suit is determined to be acceptable for continued service, a new conformance label marked with the year of inspection shall be used.

(b) Triple layer suits incorporating sewn in fireproof underwear are approved.

(c) Arms and legs to be tight fitting over wrists and ankles.

(d) Fully protective fireproof underwear (neck to wrist / neck to ankle) will be worn under all driving suits at all times. Must meet minimum SFI 3.3 or FIA 8856-2000 specifications and display a valid SFI 3.3 or FIA label. It is advised that no synthetic attire, under wires in bras or jewellery be worn by a competitor whilst competing.

(e) Approved design arm restraints, balaclava and gloves are mandatory to be worn at all times while driving on the course. Must meet the minimum SFI 3.3 specifications and display a valid SFI 3.3 label. If the wrap around arm restraints are used they are to be fitted in accordance with the manufacturer's instructions. The arm restraint straps are to be adjusted so that arms will not go outside the cage area.

- (f) Speedway Australia approved head/neck style safety devices are compulsory for all drivers and are to be worn in accordance to manufacturer's specifications.
- (g) Head & Neck devices must have an in date SFI 38.1 compliance sticker that is within 5 years of the certification date shown. FIA labelled devices do not need to be recertified.

- (iv) Footwear
 - (a) Socks to be fireproof material only with a SFI 3.3 or FIA 8856-2000 rating.
 - (b) Boots are compulsory and must have SFI 3.3 or FIA 8856-2000 rating and to be high enough to permit coverage by the cuffs of the driving suit.
- (v) Balaclava
 - (a) Balaclavas are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings.
- (vi) Gloves
 - (a) Gloves are compulsory and must comply with SFI 3.3 or FIA 8856-2000 ratings and must be fully intact with no finger or thumb cut outs.

5.18 SAFETY REQUIREMENTS

Drivers are not permitted to participate in any race, time trial or warm up event unless one of the following are in attendance.

- (i) A State recognised fully operational ambulance that is fully licensed and certified to treat persons on and off the race track and to transport injured persons to hospital is in attendance, with appropriately skilled personnel: OR
- (ii) An alternative provider that can provide medical services at events with a minimum of:
 - (a) Two event staff that have as a minimum; training & qualifications equivalent to that of a recognised state service; and
 - (b) At least one vehicle equipped to the standard of an ambulance with equipment that is adequate to deal with the range of injuries likely to be encountered and be commensurate with the skills of, and be familiar to, the medical or paramedical personnel using it.

If a State recognised fully operational ambulance that is fully licensed and certified with skilled personnel is not being utilised, then the SMC must obtain a letter of confirmation prior to the commencement of the event that the alternative supplier meets the above rule requirements. This document must be obtained as a part of the SMC's event record.

- (iii) Any participant not complying in full with all safety requirements in this Rule Book will not be permitted to compete.
- (iv) All drivers are required to remove all dentures before starting an event.
- (v) Minimum Safety Standards Sprintcars Practice
 - (a) Normal approved quantity of fire extinguishers and fire crew.
 - (b) Minimum of two first aiders. i.e. Paramedics, St John or qualified first aid personnel.
 - (c) Station wagon capable of transporting minor injury cases.
 - (d) Appointed person equipped with an operative mobile phone and supplied with the phone number to the nearest road transport ambulance station.
 - (e) Local Ambulance service notified that you are holding a practice on that day.
 - (f) A designated person approved by the State Member Club, eg. a steward to be clearly in control of all activities on the day.
 - (g) It is recommended that One (1) only Sprintcar on the track at any one time.
 - (h) ALL drivers and crews to sign an Insurers Sprintcar Practice Waiver/Indemnity form and to be clearly informed the emergency provisions may not be to the standards of race meetings.
 - (i) ALL participants must understand that the choice is clearly theirs if they decide to participate under the conditions that exist at the time.

Please note this form is in addition to the Insurance Waiver/Indemnity form to be signed by all participants including Drivers, Crew and Officials upon entry into the pit area.

SECTION B - RACING RULES

6.1 RACE CONTROL

- (i) The Stewards shall have absolute control of the course, all racing events and race officials whilst any sprintca

race is in progress.

(ii) The Chief Steward of a race meeting will have personal control over all track signal lighting. When available track signal lighting will take precedence over flags.

6.2 FLAG AND LIGHT SIGNALS

	Red flag or light	Stop.
	Yellow flag or light	Caution, hold position at reduced speed.
	Green flag or light	Start.
	Black flag	Offending car to withdraw from race immediately and is subject to penalty as determined by the relevant rule.
	Black flag with white diagonal	Rule infringement, driver subject to exclusion.
	White flag or light	Last lap.
	Black/white checked	Finish.
	Red with white diagonal	Fire, stop on infield in vacant area.
	Yellow with black diagonal	Excessive noise, back off or risk disqualification.
	Black with white disc	Mechanical defect, go directly infield and receive drop out points as per laps completed. Failure to obey the mechanical defect flag will result in the offending car being shown the black flag with the car being excluded and driver disqualified from that race. NB: If the Sprintcar is stopped, it must be able to restart under its own power to receive the mechanical defect flag, then the driver can receive the flag before the race restarts.
	Blue with yellow dot	Lapping flag, hold position on the track (used at the discretion of the Chief Steward)

6.3 FAILURE TO OBEY FLAG AND/OR LIGHT SIGNALS AND/OR INSTRUCTIONS FROM OFFICIALS:

Failure to obey any flag and/or light signal and/or instructions from officials will result in the offending driver being shown the black flag with the car being excluded and driver disqualified from that race. Failure to obey the black flag will result in a fine of \$100.00 per lap.

6.4A A QUALIFYING/TIME TRIALS

- (i) Any car unable to do a lap in time trials will automatically start ROF in the heat races for that race meeting.
- (ii) Time Trials, Option of 1 or 2 timed laps, Any driver no making time trial position has one lap at the end with one position less than 50 percent of the field.
- (iii) Any driver that brings a time trial session to a halt eg. yellow/red light or causes another driver to abort their qualifying lap can only have one recorded lap at the end of that group. If that driver has recorded one complete lap then that lap will be counted, any further laps will be deleted.
- (iv) If it is considered a driver has driven on the infield (anything more than the left-hand front wheel under the pole line) the drivers time for that lap will be excluded. All infield decisions become an offence that cannot be appealed.

6.4B B RACE STARTS

- (i) Each driver is responsible for knowing his/her starting position and maintaining it until the green flag. When a grid draw has been posted and a car withdraws the row will move up. Grid draws can be posted in single line and if a car with draws, all cars behind move up one position. The selection of single or double row grid draws is at the discretion of the SMC.
- (ii) A sprintcar or driver not ready when the field is pushed off shall be given a time limit of two minutes. If the driver cannot start within that time he will go to the rear. Once the green flag drops the driver is disqualified from that race.
- (iii) Once a car takes the green flag at the start of the race and then requires a second push start at any time then it will go to the rear of the field, the primary cause to be sent to the rear of the cars on the same lap. In the event of a red light, any Sprintcar stopping prior to the red light coming on goes to the rear of the cars on the same lap.

- (a) When a Car is receiving a push start, if that Race Car does not start in a maximum of 2 laps then the Race Car must be shown the black flag and directed onto the Infield.
- (iv) If a driver passes the pace car he/she will be subject to a fine of \$100.00.
- (v) When the field has formed up, the yellow light will be switched off when the pole sprintcar enters turn two indicating a start is imminent.
- (vi) A single white line is to be placed on the straight 15 metres from the start/finish line, or at the Chief Stewards discretion, at which the front row cars must reach at roll up speed before accelerating.
- (vii) The Chief steward will turn on the green light when the pole car is at the white line.
- (viii) If a driver breaks formation before the green flag, a rule infringement flag will be shown. If the drivers breaks twice he will go to the rear. A sprintcar not keeping up may be considered to have broken the start.
- (ix) Any car which jumps before the white line or fails to accelerate will be sent back one row. If a driver is considered to have jumped from within or at the back of the field before the green flag has been given, the drivers will be put back one position for each sprintcar passed. This will be done in the event of a red or yellow light or at the conclusion of the race.
- (x) A yellow light on the back straight of the first lap indicates no start.

6.5 RERUNS

- (i) If a race is stopped before the last running sprintcar completes the first lap, a complete restart shall be ordered. The Chief Steward may disqualify a driver from that race if he/she was considered to be the primary cause of the stoppage.
- (ii) In a main event a driver may change a tyre on a yellow or red light if one lap has not been completed. The driver will have two minutes to complete the work and must then go to the rear of the field. No work is to be done on the sprintcar on the race track and if work is carried out the driver will be disqualified from that race. Once the race has started, no switching of sprintcars allowed.

6.6 RESTARTS

- (i) In any restart, **any running Sprintcars at the time of the stoppage, one or more laps down will be credited one lap, placing them in the same running order prior to the stoppage, behind any cars that had stopped that were on the lead lap.** Lapped Sprintcars are to take their positions as per the last recorded lap in order of placing behind those Sprintcars on the current lap.
- (ii) Other than the first lap of an event, drivers unable to make a previous start may return to the rear of the field provided a complete racing lap has not been recorded since their withdrawal.
- (iii) When the restart order is correct and the field is in single file or in two rows (if two row restarts are permitted*), the yellow light will be switched off indicating a start when the lead car enters turn two. The lead car must bring the field around at a moderate pace and may restart the race at any time between entry into turn three and the restart line. Any driver that baulks (speeds up and then slows back down) at the restart will be shown the rule infringement flag as the cars pass the start line, the yellow light will be turned on at turn 2 and the offending driver/s sent to ROF. *Two row restarts must be agreed by the SMC, Chief Steward and the venue.
- (iv) Any car that passes beneath (i.e.; pole line side) of the cone, hits the cone or passes another car before reaching the cone will be put back 2 positions. The race will continue and the driver will be shown the rule infringement flag and the penalty applied during a subsequent yellow/red light stoppage or at the end of the event.
- (v) If a driver is put back for jumping and does not comply with the penalty, the driver will be black flagged and disqualified from that race. (vi) If an event is stopped with one lap remaining the restart will be run over two laps (i.e. green, white, chequered).

6.7 STOPPAGES

- (i) Any sprintcar considered by the Chief Steward to be primary cause of a stoppage, will be sent to the rear of the cars on the same lap.
- (ii) Any driver considered by the Chief Steward to have been the primary cause of two stoppages in the same race will be disqualified from that race.

- (iii) Any driver stopping on the track to protest or force a caution light will be disqualified from that race.
- (iv) Safety Stoppage : If drivers have a safety issue, they feel they need to communicate to officials they may do so by stopping on the track without penalty. Safety issues examples are but not limited to debris on the track , race conditions such as sun , belt issues. Drivers must pull up close to an SMC official and the safety issue must be made known as soon as the official arrives. The official will relay to the chief steward for clarification.

6.8 YELLOW FLAG/LIGHT

- (i) If a car/ driver is adjudged as the Primary Cause of a stoppage and is on the same lap as any other stopped vehicle, the Primary Cause car will be placed behind the other stopped cars which were on the same lap. Any other cars that have stopped and require a subsequent push start will go to the rear of the cars on the same lap. Once a driver has been push started, he/ she cannot delay the start and the offender will go to the rear of the entire field.
- (ii) No work or outside assistance is to be done on the sprintcar on the race track or infield and if assistance or work is carried out the driver will be disqualified from that race.

The only exception is for an A-Main only, if agreed by the SMC, Chief Steward and the Venue that an authorised work area is allowed by the SMC, Chief Steward and the Venue in accordance with rule 6.18.
- (iii) If a driver causes a yellow light resulting from his own debris then that driver will go to the rear of the cars on the same lap.
- (iv) Unless directed by an official, any vehicle travelling on the infield will be considered as dangerous driving.
- (v) A Driver is not to break their belts or get out of the Sprintcar unless there is imminent danger, until approved by a steward, crash crew etc or that their car is in a safe situation on the venue infield. The Driver will be disqualified and/or a minimum fine of \$500 for a breach of this rule.

6.9 RED FLAG/LIGHT

- (i) In the event of a sprintcar rolling over, or the ambulance appears necessary for any accident, then the race will be stopped.
- (ii) Once a red/flag has been instigated all drivers will bring their cars to an immediate safe stop and are not to pass the accident. Any driver failing to do so will incur a minimum fine of \$100.00 and or disqualification from that race/meeting.
- (iii) A driver may get out of a sprintcar if necessary.
- (iv) The yellow light indicates a driver must restart. If a driver has not completed work he will be given two minutes from the time the restart has been ordered. If a driver delays the start he will go to the rear.
- (v) When the last car stops on a red light, and the accident scene is cleared of all danger, the gates may be allowed open. Other than 1 crew member at the crashed car/s crews will not be permitted within 10 metres of the crash site at the discretion of the chief steward.
- (vi) The chief steward has the right to call a Closed, Partial or Open red.
 - (a) Closed Red - If any 'outside assistance' is received other than a designated official on a Closed Red Light, then the driver/ car will be disqualified from that event.
 - (b) Partial Open Red - If permitted by the Chief Steward, a Pit crew may work on a Sprintcar on the infield or designated area under a Red Light situation. Failure to get permission will result in disqualification from the event. Any Sprintcar worked on will go to the rear of the field on the restart.
 - (c) Open Red - pit crews may work on a sprintcar on the infield or designated area under an Open Red called by the Chief Steward. If a car changes/rotates any tyre it will result in the car being sent rear of cars on the same lap at the restart. All other work will not be subject to penalty.
- (vii) After a race has commenced, and the race is then stopped due to extraordinary circumstances (eg rain etc) which results in an extended delay to the restart of the race, at the discretion of the Chief Steward, drivers may make, without any penalty, any such changes to their sprintcar that they deem necessary to accommodate the changed track conditions.

6.10 FLAT TYRE

- (a) Any car with a flat tyre, except LHF must go rear of field at any yellow/red light stoppage. With exception of rule 6.10 the driver will be shown the mechanical defect flag at the earliest opportunity if the car is deemed to be unsafe at the restart.
- (b) Any tyre may be changed on a Red Light or Yellow Light on the first lap of a main event. All work must be carried out in the work area and within the given time limit. Once any tyre has been changed the car will restart ROF.

6.11 REFUELLING

No refuelling permitted except on a red light.

6.12 DISABLED SPRINTCARS

Any damaged or disabled car rolling around at a considerable slow speed is to be shown the mechanical defect flag.

6.13 PASSING ON INFIELD

If it is considered a driver has gained a position or advantage by passing or driving on the infield (anything more than the left hand front wheel under the pole line), the driver may be shown the rule infringement flag and a board displaying the car number and the driver will be put back 2 positions. This will apply to each sprintcar passed. This penalty will be applied at the first available opportunity, ie, race stoppage or on the race results. All infield passing decisions, including penalties applied post racing (no yellow/red during race after indiscretion to apply the penalty) become an offence that cannot be appealed (during or post race). The Pole line is to be defined as where the dirt racing surface meets the curb or infield line.

6.14 NOISE REQUIREMENTS

The measurement of noise levels is the sole responsibility of the promoter, and should be conducted according to the latest Local, State or Federal Government guide-lines. Member Clubs will give full support to noise control procedures undertaken by the promoter. Any sprintcar deemed to have exceeded noise levels will be shown a noise flag. If the car continues to exceed requirements, a mechanical defect flag shall be shown. Mufflers are mandatory.

6.15 PROTESTS

No driver is allowed to race under protest. All protests / appeals for disqualification shall be heard after the race meeting is completed, not during. Any driver stopping on the track to protest will be disqualified from that race.

6.16 RACE DISTANCE

- (i) Races will be run over the full number of laps as nominated before the start and recorded electronically whenever available. A race will only be declared if it is not possible for it to continue. The Chief Steward may declare an event due to weather or track conditions or by order of the promoter due to time or noise curfew. A race will be deemed finished when the lead car crosses the finish line and is shown the chequered flag.

If a race is declared by stewards due to a stoppage, then the final placing's will go back to the last fully completed/recorded lap, including any additional penalties/fines handed down by the Chief Steward including rule 6.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

- (ii) Half race distance to be completed to declare placing's and a prize money payout. Anything less, then prize money **is to be as per SMC or Series Supplementary Regulations.** If a race is declared by Stewards, due to a stoppage, then final placing's must go back to the last fully completed/recorded lap including any additional penalties/fines handed down by the Chief Steward including rule 6.6 (i) and (ii) if deemed necessary. All cars involved in the incident/s must be cleared by the Machine Examiner to be capable of restarting the balance of nominated laps.

6.17 PLACINGS

Unless the race is declared by the Chief Steward under rule 6.16, the lead car must take the chequered flag under green light conditions to be placed as winner, other cars who cross the finish line will be placed in order behind the winner if on the same lap or in order of the number of laps completed.

6.18 WORK AREA (IF WORK AREA IS TO BE UTILISED)

- (i) When the yellow flag is displayed a two (2) minute period will be permitted for the repairs of any race damage. The time will begin once the car has reached the designated work area. The car will rejoin the field at the tail of the lap it's on once the work has been completed at the direction of Series Officials. After the completion of halfway of the race, the two-minute period will no longer be in effect.
- (ii) Each car to have no more than 3 crew members present on the infield work area.

SECTION C - AFTER RACING

7.1 INSPECTIONS

- (i) Engines will be checked at the completion of all State championships and sanctioned events and may be checked at any other time by race officials.
- (ii) Sealed engines need not be rechecked unless specified in the entry conditions for that event with the exception of Australian and State Titles.
- (iii) When engines are checked, it will be with an SCCA approved engine capacity checker or similar operated per the SCCA procedure.
- (iv) If an engine is measured with an SCCA approved engine capacity checker and found to be over 6.715 litres, the owner/ driver will be given the opportunity to remove the heads within a time limit of one hour.
- (v) The placegetters in all sanctioned events, State and Australian Titles to have their fuel checked for illegal additives.
- (vi) The width of wings will be checked on all cars after all sanctioned events.

7.2 FINES AND PENALTIES

- (i) Should any driver be fined or in any other way penalised, such fine or penalty shall be noted in the drivers licence and vehicle log book and the approved Council Infringement Notice issued. Verbal notice must be issued at the first available opportunity but no later than 60 minutes after the last event of the race meeting at which the fine or penalty was incurred. Where a misconduct breach of rules (including assault) occurs after the last event of the race meeting, a 1 hour time limit will apply to the issuing of infringement notices. Verbal notification can occur via the raceceiver as the cars leave the track.
- (ii) Drivers or owners who have incurred a fine, fines or penalty for infringement of any of these rules shall not be allowed to compete or have their vehicle compete in any subsequent race meeting sanctioned by a Member Club until such time that the fine, fines or penalties are paid in full to the satisfaction of the Member Club that issued the fine, fines or penalties. All fines monies must be paid to the State Member Club that approved the event, there is no exception or deviations to this rule.

- (iii) Dangerous Driving - Sprintcar racing is a non-contact sport. No driver will allow his/her car to make careless, reckless or negligent contact with another car or driven dangerously either in roll up laps, during the event, after the event or in the pits. Any penalty will be applied at the Chief Steward's discretion.
 - (a) Breaking of traction - any driver breaking traction while under rolling laps or yellow lights prior to being informed by the stewards with the one-way communication through the racereceivers will be liable to a minimum \$250 fine.
- (iv) Any Sprintcar driver and car owner that prescribes the use of any engine, car, electronics or other component which offends against the SCCA's published specifications, uses illegal fuel or additives, refuses to have his/her engine checked, wilfully damages or destroys Council property will be disqualified from the meeting and will be suspended for a minimum of 9 months and a maximum of 12 months from that date.
- (v) Penalty for wing infringement will be disqualification for the driver from that race.
- (vi) Penalty for a positive result to a prohibited substance in conjunction with Rule 5.6 (iii)
 - (a) Participants returning a positive result in Phase 1 will be stood down immediately from the event, be issued with an approved SCCA infringement notice and will be immediately excluded from entering all authorized areas.
 - (b) The participant will remain stood down until the results of the mandatory laboratory test of the second saliva sample are received.
 - (c) Following the assessment of the laboratory results of the second saliva sample, the SCCA will impose any sanction it deems appropriate which may include, but not be limited to, repaying the cost of the laboratory test, being placed on notice, a suspended sanction, a full sanction and/or fine.
- (vii) Any Sprintcar driver that prescribes the use of any traction control device will be subjected to the following penalties, disqualification from the meeting and will be suspended for a minimum of 12 months and a maximum of 24 months from that date. Any Sprintcar owner that prescribes the use of any traction control device will be subjected to the following penalties \$5000 fine plus disqualification from the meeting and will be suspended for a minimum of 12 months and a maximum of 24 months from that date.

- (a) \$5000 fine and a minimum 12 month, maximum 24 months suspension for car owner.
- (b) Minimum 12 months , maximum 24 months suspension for the driver from the date of incident.

7.3 DISPUTED PRIZE MONEY

All prize money must be held until the Chief Steward in charge of the meeting has given the all clear on the results.

7.4 PROVISIONAL PLACING'S

Provisional placing's of feature races to be posted on board after conclusion of racing and when cleared by Chief Steward.

7.5 APPEAL AGAINST A CHIEF STEWARDS DECISION

Refer to SCCA website for latest addendums.

- (i) An owner, or driver may appeal to the Appeal Tribunal against a penalty imposed by a Chief Steward upon him or her.
- (ii) Not notwithstanding any other rule or regulation, any breach of the following rules, as determined by Judges of Fact as nominated from time to time, shall be final and binding:
 - (a) Section B – Sprintcar Specifications, 6.14 Noise Requirements, 6.16 Race Distance, 7.1 Inspections (I)–(VI) inclusive.
 - (b) The Judges of Fact shall be a person or persons nominated by the Member Club conducting the competition or the Council; the Promoter appointed noise measurement officer and the Member Club or Council Technical Committee.
- (iii) Appeal Tribunal – appointed by the host State Member Club, World Series Sprintcars or the SCCA Inc. to consist of three independent members, none of whom participated in the Sprintcar portion of the subject meeting as driver, owner, pit crew, steward, official or who is directly or indirectly related or concerned with the matter under consideration. Where appropriate to the particular appeal, the Tribunal shall include a person knowledgeable about the conduct of speedway racing or the technical specifications of sprintcars.
- (iv) Procedure for instituting an appeal is on the prescribed form to the Drivers Representative within 15 minutes of being informed of the Chief Stewards decision together with an appeal fee of \$500 to be cash only.

- (v) (a) The appeal is to be heard immediately after the last race of the meeting during which the appeal arose and shall not operate as a stay of the decision of the Chief Steward.
 - (b) Alternatively, an option exists for the Appeal to be heard at 9.00 am on the day following the event during which the appeal arose (i.e. Saturday event – Tribunal to be held on the following Sunday).
 - (c) All witnesses will ensure they make themselves available to provide evidence at the Appeal Tribunal.
 - (d) The Appeal shall not operate as a stay of the decision of the Chief Steward the appeal relates to.
 - (e) It is recommended for all National and State Title/ Championship events, the host club/World Series Sprintcars or the SCCA Inc. will secure a venue (separate to the racing venue) to conduct any Appeal Tribunal.
- (vi) It is the responsibility of the appellant to provide to the hearing, any witnesses or evidence he/she may choose to present.
- (vii) The Appeal Tribunal shall hear and determine any appeal and in doing so:
 - (a) shall not be bound by the usual rules of evidence;
 - (b) may inform itself in such manner as it thinks fit;
 - (c) may affirm, quash or vary the decision appealed against in such manner as it shall think fit;
 - (d) shall not order any competition or race to be rerun;
 - (e) shall publish reasons for its decisions.
- (viii) If an appeal is upheld, appeal fee will be returned to the appellant. If an appeal is dismissed, the appeal fee will be retained by the body convening the Appeal Tribunal.
- (ix) The decision of the Appeal Tribunal shall be final, there shall be no further appeal. The finality of the appeal must be acknowledged by all appellants in writing prior to the commencement of the appeal hearing.

7.6 MISCONDUCT

- (i) Definitions

For the purpose of this clause, misconduct is defined as any action or behaviour which will bring, or has

the potential to bring, the sport of sprintcar racing or the activities of the SCCA or its State and Territory Associations or its affiliated associations into disrepute.

Misconduct under Clause 7.6 includes but is not limited to:

- (a) Being charged with, and/or convicted of, a criminal offence.
- (b) Being involved in violence or inciting violence.
- (c) Intoxication in public.
- (d) Making a detrimental, offensive, threatening, discriminatory or false public statement in any media (including social media) about the chief steward, a participant, another licence holder, the SCCA, SCCA State and Territory Associations, or an affiliated associations and their sponsors, employees or officeholders.
- (e) Failure to follow a policy issued by the SCCA.
- (f) Failure to follow a reasonable direction of the SCCA, SCCA State and Territory Association or affiliate association.
- (g) Conduct unbecoming to the sport of speedway.
- (i) A charge of misconduct during a Race Meeting:
 - (a) A charge of misconduct shall be preferred in the form of schedule 1a no later than 72 hours following the conclusion of racing, to an official of the host member club together with a fee of \$500 (waived for SCCA and officials) that is non-refundable if charges are dropped, money to be refunded if charge goes ahead.
 - (b) The official or the host member club shall refer the matter to the Chief Steward, within the above time frame, who shall investigate, and if he deems that a charge is warranted, may:
 - (i) disqualify and/or
 - (ii) fine and/or
 - (iii) suspendthe relevant Licence Holder and serve an Infringement Notice. **The Chief Steward may defer investigation/judgement after 72 hours.**
 - (c) To Appeal a charge of Misconduct by the Chief Steward refer to rule 7.5

- (ii) A charge of misconduct not during a Race Meeting:
 - (a) A licence holder, SCCA and/or another official (complainant) may refer a charge of misconduct against another licence holder to the disciplinary tribunal pursuant to these rules.
 - (b) A charge of misconduct shall be preferred in the form of schedule 1b shall be forwarded to the Secretary of the host member club or affiliated association, who shall refer it to the executive of the said club within 3 days, together with a fee of \$500 (waived for SCCA and officials) that is non-refundable if charges are dropped, money to be refunded if charge goes ahead.
 - (c) The executive of the member club shall appoint a disciplinary tribunal consisting of not less than three (3) persons and not more than five (5) persons to adjudicate the charge within seven (7) days of receiving from the Secretary. The executive shall appoint one of the members to be the chairperson.
 - (d) Only persons who will act impartially may be on the tribunal.
 - (e) The tribunal shall set an appropriate date and place for the hearing of the charge within fourteen (14) days of being appointed by the executive.
 - (f) A charge may only be heard by the tribunal if the person charged has been informed in writing by certified mail lodged within fourteen (14) days prior to the hearing of the charge of the following particulars:
 - (i) the nature of the charge
 - (ii) the factual basis upon which the charge is preferred against him/her.
 - (g) The tribunal shall hear the charge in a fair and impartial manner and accord the person charged the right to call evidence, question the person making the charge, question witnesses and make submissions to the tribunal.
 - (h) The tribunal may adjourn the hearing of a charge if it considers such adjournment appropriate in the circumstances.
 - (i) Where a member of a member club has been charged with misconduct arising out of a charge of

use of a prohibited substance in accordance with these rules and found guilty that member shall be liable to a minimum of two (2) years suspension from officiating, driving, competing, crewing or otherwise participating in any sprintcar competition.

(i) Where a member of a member club has been found guilty of a charge of misconduct he/she will be liable to pay all reasonable costs incurred by the Council or member club in hearing the matter as determined by the tribunal.

7.7 SPRINTCAR APPEALS TRIBUNAL

Refer to SCCA website for latest addendums.

(i) Any person who wishes to appeal against the decision of a club Disciplinary Tribunal shall:

- (a) Give verbal notification to the Council Secretary within 24 hrs of his intention to appeal.
- (b) Lodge a written appeal with the Council Secretary in the form of Schedule 2 together with a fee of \$1500.00 within 14 days of the conclusion of the club Disciplinary Tribunal; PROVIDED that an appeal may be lodged by another person acting on behalf of the aggrieved party where the aggrieved party is injured or otherwise unable to lodge the appeal himself.

(ii) (a) No person who was participating at a race meeting as an owner, driver, pit crew, steward or registered official, or who is directly or indirectly concerned with the matter under consideration shall be eligible to sit as a member of the Sprintcar Appeals Tribunal.

- (b) Where appropriate to the particular appeal, the Sprintcar Appeals Tribunal shall include a person knowledgeable about the conduct of speedway racing or the technical specifications of sprintcars.
- (c) The Appeals Tribunal may be appointed for a period of time, or from time to time, although some commonality of membership and consistency of approach is desirable.
- (d) The Council shall appoint a chairperson of the Appeals Tribunal.

(iii) Powers of the Tribunal The Appeals Tribunal shall:

- (a) Satisfy itself that the appeal is eligible to be heard and proper documentation has been completed within prescribed time limits and accompanied by the appropriate fees.
- (b) Dismiss the Appeal if the proper documentation, time limits and fees have not been complied with, unless the default in documentation is of a minor nature.
- (c) Ensure that all parties have been given adequate notice of the hearing, such notice being not less than 7 days, including notice of the right to call witnesses and present any other relevant evidence.
- (d) Call upon any person or persons to give evidence which it deems necessary to reach an unbiased and lawful decision.
- (e) Ensure that each appeal is conducted in an unbiased manner with adequate opportunity for each party to state his case, present evidence and cross-examine or question witnesses for any other party.
- (f) Control the conduct of the hearing, including the persons in the hearing room during the hearing.
- (g) Provide any party found guilty of an offence the opportunity of addressing it on the question of appropriate penalty.
- (h) Adjourn a hearing, if in its discretion, fairness requires such adjournment.
- (i) Cause a tape recording of the hearing to be taken and retained by it.
- (j) Maintain a record of the matters heard by the Appeals Tribunal and communicate to the Council any decision of the Appeals Tribunal, including its reasons for decision within 10 days of a decision being given.

(iv) Decision of the Appeals Tribunal

- (a) The Appeals Tribunal may decide that a decision appealed against be upheld or dismissed or substituted by another decision and that penalty appealed against be waived, mitigated, increased or a fresh penalty imposed, but it shall not order any competition or race to be rerun.
- (b) The Appeals Tribunal may order that the fee paid upon the lodgement of the appeal be forfeited, reimbursed or partly forfeited and partly reimbursed to the appellant.
- (c) The Appeals Tribunal may order that an unsuccessful appellant pay the reasonable costs of any other party where it judges the appeal to have been vexatious or frivolous or brought without reasonable grounds.

7.8 RACING UNDER APPEAL

Refer to SCCA website for latest addendums.

Competitors are allowed to race whilst under appeal (excluding Drug and Alcohol offences) - all points and money will be withheld until the appeal is heard.

SECTION D - SPRINTCAR SPECIFICATIONS

8.1 GENERAL

- (i) Design and Construction - All phases of design and construction of any car are subject to the approval of the Technical Committee. The Stewards and the Technical Committee may exclude any car, design or construction which they deem to be dangerous.
- (ii) The Chief Scrutineer and Machine Examiner have the right to exclude any vehicle from any event if the vehicle is in an unsafe condition or does not comply with these specifications and order the vehicle to be brought to a proper condition before being presented for scrutineering.
- (iii) Cars are to be constructed of only top grade materials and built to a professional standard with welding and method of attachment of all parts and components entirely safe and trackworthy. All steel tubing or section used shall not be coated or plated material before welding. No welds to be covered by synthetic filling. The use of carbon fibre in sprintcar construction is not permitted.
- (iv) Any existing vehicle not complying with the following specifications may be accepted at the discretion of the Council.
- (v) Rear engine, front wheel drive and four wheel drive cars are not permitted.

8.2 COMMUNICATION

- (i) No mirrors, radio, Smart watches, Smart devices or Communication permitted on any sprintcar or driver except, 1 only , one way Steward to Driver communication system which has only 1 channel access and has only 1 audio jack is mandatory for all sprintcar events, and this system is also recommended for infield officials. No remotely operated components permitted on or in any Sprintcar.

Penalty - If you do not respond within two (2) calls over the raceceiver prior to start-up, you will be sent ROF.

Onus is on the driver to make sure that his/her communication equipment is always working.

- (ii) Register/recording equipment including instruments that supply "on board only" that only records engine RPM, oil temperature, oil pressure, fuel pressure, coolant temperature and EGT/Lambda information are allowable provided no actuators are used during race meetings. Multiple register/recording and downloadable data logging devices that include programmable and un-programmable electronic control units (ECU) and throttle position sensors are not allowed.
- (iii) Any Driver found to be having any outside assistance by way of remote control or other device(s) will be disqualified from that event or race meeting and may receive further penalties in the way of fines or suspensions from further competition.

8.3 CHASSIS

- (i) Wheelbase
 - (a) Maximum wheelbase of 2450 mm.
 - (a) Minimum wheelbase of 2100 mm.
- (ii) Track
 - The track of all cars shall be 1600 mm maximum.
- (iii) Weight Rule and Procedures at the beginning of each event, the scrutineer will determine which scales are to be used for the event.
 - (a) Car cannot weigh less than 659 kg (1450 lbs) with driver when weighed as follows:
 - (i) Mandatory weigh-in for top four (4) feature finishers immediately after finish as you come off the track.
 - (ii) Random weigh-in at any time during the program including after feature finish.
 - (iii) At the discretion of the Chief Steward, the Scrutineer may direct the driver or crew to remove excess mud prior to weigh-in.
 - (b) Your car starts on the tail of your next race.
 - (c) A maximum of two bolt on ballast units, each single unit of ballast must not exceed a maximum of 11.3kg (25 lb), total combined ballast that can be added maximum of 22.7 kg (50lb). It must be encased in steel or aluminium weldment, bolted to the rear engine plate only and secured by a minimum of 2 x 12.7 mm (½") high tensile

bolts with self locking nuts and 38 mm (1 ½") washers. The bolted on weight must be fitted to the engine side of the motor plates.

- (d) No filling of any part of the chassis/car structure or any bolt on components.
- (e) Floor pan and body panels may not be thicker than 3.2 mm (1/8").
- (f) You cannot sacrifice safety for weight.

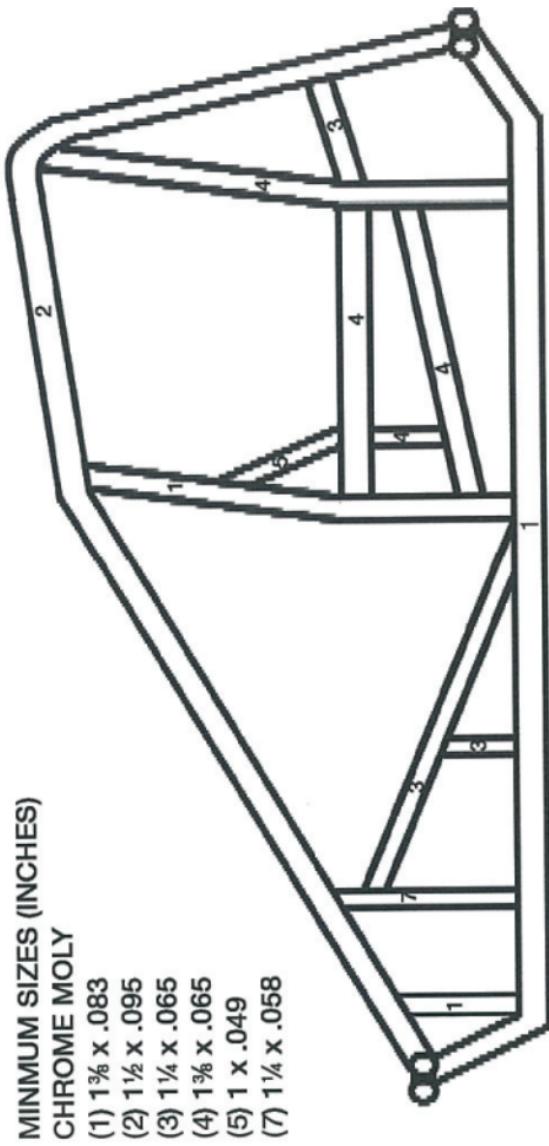
(iv) Construction

Chassis must be constructed from steel tubing not car chassis rail.

(v) It is highly recommended that all additions, modifications, or repairs to a chassis must be TIG welded.

PENALTIES

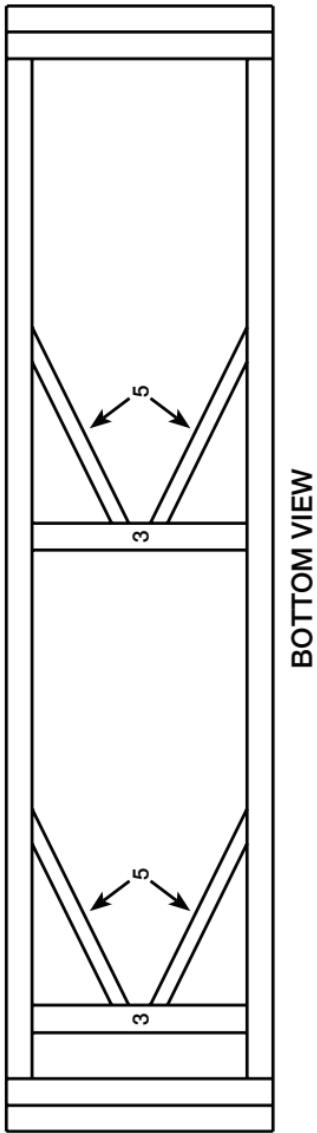
- (a) If car is found too light after qualifications, your time and points will be scratched and you will be given an opportunity to bring your car up to the required weight.
- (b) Once you are re-weighed and pronounced legal, your car starts on the tail of your next race.
- (c) If a Sprintcar does not meet weight after two (2) attempts on the scales, the Sprintcar/driver will be excluded from that event and lose all points and money for that event.
An event is defined as any competition, time trial or race between 2 or more Sprintcars.
- (d) Any driver when directed by an official, in any manner, fails to present their Sprintcar for weighing will be disqualified from that event.



SIDE ELEVATION

CHASSIS SPECIFICATIONS (2003)

MINIMUM SIZES (INCHES)
CHROME MOLY LOW CARBON
(3) $1\frac{1}{4} \times .065$ $1\frac{1}{4} \times .125$
(5) $1 \times .049$ $1 \times .125$

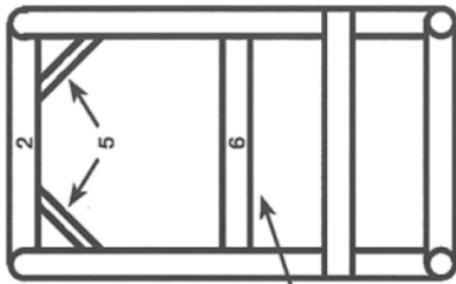


BOTTOM VIEW

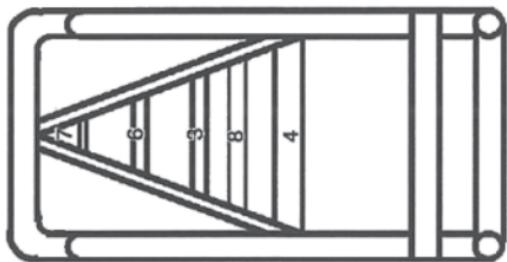
CHASSIS SPECIFICATIONS (2003)

CHROME MOLY	LOW CARBON
(2) $1\frac{1}{2} \times .095$	$1\frac{1}{4} \times .125$
(3) $1\frac{1}{4} \times .065$	$1\frac{3}{8} \times .125$
(4) $1\frac{3}{8} \times .065$	$1 \times .125$
(5) $1 \times .049$	$1 \times .125$
(6) $1 \times .065$	$1 \times .125$
(7) $\frac{5}{8} \times .065$	$\frac{5}{8} \times .125$
(8) $1\frac{1}{8} \times .065$	$\frac{5}{8} \times .125$

STEERING MOUNT



FRONT ELEVATION



REAR ELEVATION

CHASSIS SPECIFICATIONS (2003)

8.4 ROLL CAGE

- (i) Rear roll bar minimum size 38 mm (1½") O.D. x 3.2 mm (⅛") wall low carbon structural tube or black pipe (not galvanised).
- (ii) Front roll bar minimum size 35 mm (1¾") O.D. x 3.2 mm (⅛") wall low carbon structural tube or black pipe (not galvanised).
- (iii) All other members minimum size 32 mm (1¼") O.D. x 3.2 mm (⅛") wall (not galvanised).
- (iv) Chrome moly. steel tubing roll cages S.A.E. 4130 seamless tubing minimum 35 mm (1¾") O.D. x 2.4 mm (.095 ± .005"). Alternative - 531 Reynolds (CHS) tube.
- (v) Cockpit opening at least 32,250 sq. mm (500 sq. in.) located behind engine compartment and measure on a plane parallel to ground and level with uppermost part of body or windscreens. None of the cage structure may encroach upon an imaginary 20" (500 mm) cylinder extending upward from cockpit opening.
- (vi) Minimum clearance between the topside of roll cage (not padding) and the top of the driver's helmet to be 55mm, when driver is seated in race car and measured from a straight edge placed across left to right of the topside of roll cage to top of helmet. **All cars must use a minimum 25mm (1") manufactured high density safety padding under the driver between the seat and the drivers body.** Cars failing to meet this specification must be fitted with a halo welded to roll cage at a minimum of six points as per side elevation view (refer diagram), two head nets - one head net to be fitted to the right side and one to be fitted to the left side of the roll cage and roll cage padding before being allowed to race unless utilising a full containment seat with headrest. If needed padding must be cut to allow measuring of head height clearance. **In all circum-stances drivers must still use the high density 25mm (1") minimum safety padding.** The use of polyester belts is highly recommended.
- (vii) Gussets must be fitted in four opposite corners of top section, minimum thickness 3.2 mm (⅛") in a manner least likely to endanger drivers arms. Gussets to be fitted externally so as to leave a side opening of 25 mm (1") at the joint of tubing and extend at least 100 mm (4") from the joint. Tube gussets may be used. Grizzly design excepted as per diagram.

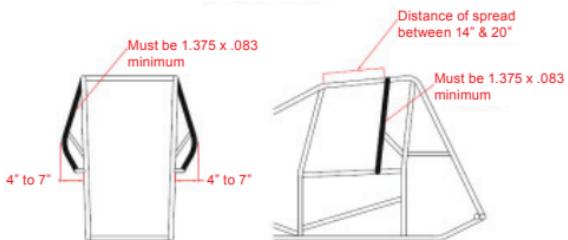
- (viii) Any attachments must first have approval of local Technical Committee.
- (ix) Minimum mean radius for bends used in cage to be 150 mm.
- (x) It is compulsory that all new cars include the cage as part of the frame.
- (xi) The rear roll bar must be braced in the form of a crucifix or an inverted "V". The "V" to extend from the top centre (behind the drivers head) down the sides as far as practicable.
- (xii) If the roll cage has an opening greater than 32,250 sq. mm (500 sq. inches), a centre bar may be required. If the roll cage opening is less than 32,250 sq. mm (500 sq. inches), the centre bar is not recommended and is not to be fitted to new cars.
- (xiii) No oil coolers to be mounted on the roll cage. All other details, refer to basic sketch.

(xiv) Safety Bars -

All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area From 1st September 2023. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of SCCA Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material as per SCCA current rule Left and right side support bars must 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 must be one of the three options:

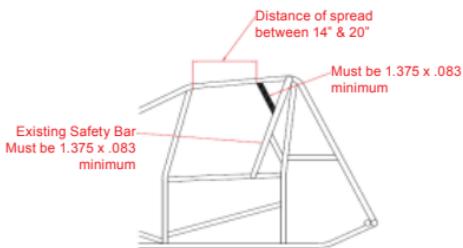
- (a) Support bar must be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 14" to 20" from the rear of the front up right. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram #1

Diagram #1



(b) Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, must add a gusset that attaches to the top rail 14" to 20" from the rear of the front up right 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 Diagram #2

Diagram #2



(c) A support bar must be added to the top rail at a point 14" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar must have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See diagram #3

Diagram #3

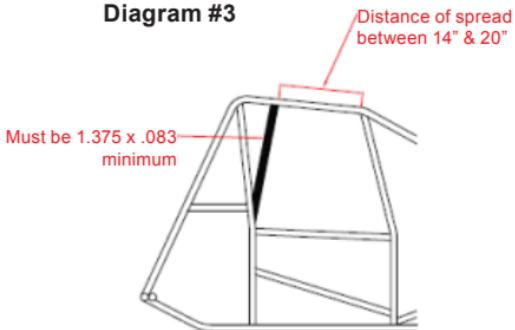
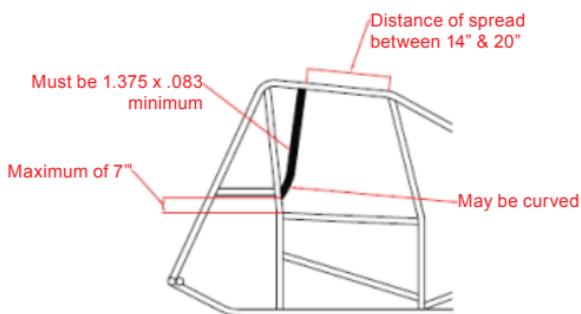
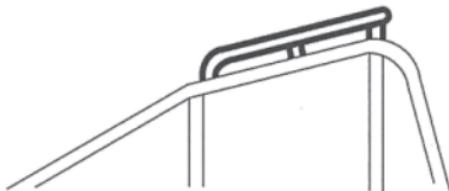


Diagram #3a

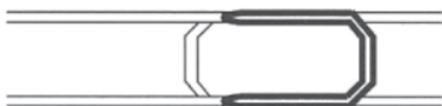


**HEAD HEIGHT HALO
APPROVED DESIGN (APRIL 2002)**

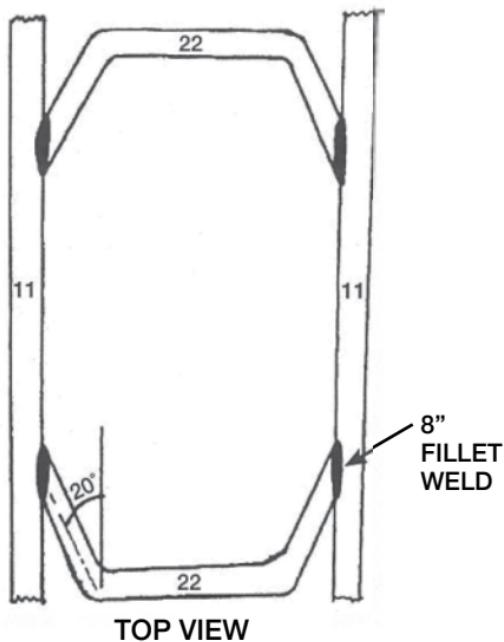


SIDE ELEVATION

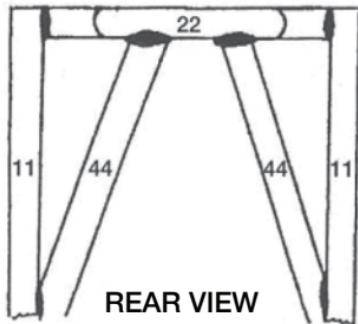
Halo - 38 mm (1½") dia. x 2.4 mm (.095") w.t.
Spacers - if required to achieve head height:
38 mm (1½") dia. x 2.4 mm (.095") w.t. Maximum length
50 mm (2.0") - 4 required, spaced approx 300 mm apart.



PLAN VIEW



TOP VIEW



REAR VIEW

CHROME MOLY

(11) $1\frac{1}{2}$ x 0.095

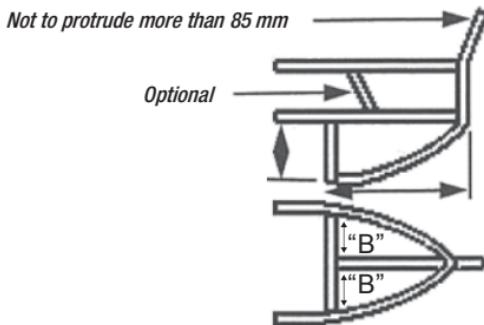
(22) $1\frac{1}{2}$ x 0.095

(44) $1\frac{1}{4}$ x 0.083

**GRIZZLY ROLL CAGE
APPROVED DESIGN (MAY 1997)**

8.5 NERF BARS

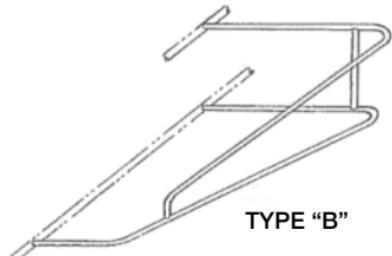
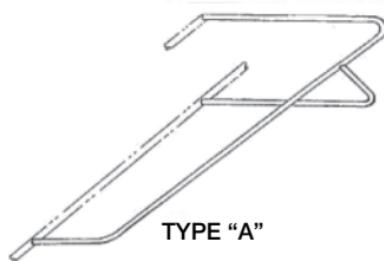
REAR NERF BARS



NOTE:

1. Distance "B": Rear nerf basket be maximum 50mm clearance between tank and basket.
2. Rear nerf must extend at least 50mm behind the tank.
3. Rear nerf basket optional but if fitted must comply with dimensions pictured.

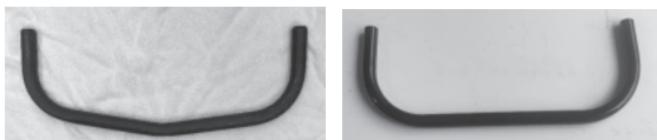
SIDE NERF BARS APPROVED DESIGN (MAY 1997)



FRONT NERF BARS

Design can only be as per one of the 4 diagrams/illustrations.

SINGLE



DOUBLE



(i) Design

- (a) All nerf bars to be fixed through car mounting spuds with minimum 4mm bolt and lock nut. Nerfing bars must be of acceptable design with no uncovered upright pipes or horns. As long as the upright pipe or horn does not protrude one inch or 26 mm past the rear most point of the rear nerf without a sharp point, it is acceptable.
- (b) Single or double front nerf bars are not to extend more than 200 mm past the front edge of the tyre or cross torsion tubes but must extend to the front edge of the tyre and must be as per diagram. Material must be 25.4 mm o.d. x 2.1 mm w.t. max. Double front nerfs are to have 2 only mount points and to be constructed of no more than 4 bars. Overall height not to exceed 150mm (6"). As per diagram. Sprintcar must start race with front nerf bar attached; if dislodged or damaged, but safe, car can continue.
- (c) Rear nerf bars shall comply with approved design as per diagram. Rear nerf bars are mandatory at all times, hence no rear nerf, no race.
- (d) Front and rear nerf bars to follow body line.
- (e) No other single nerf bar is permitted.
- (f) All nerf bars to be kept to as small a size as possible.
- (g) No sharp/protruding corners permitted.
- (h) Side nerfing bars must be fitted and not extend past the wall of the rear tyre and extend forward to be

level with No.1 cylinder exhaust port to minimum level with rear engine upright - to allow short nerf to be optional.

Right hand side nerf bar must extend a minimum of 508 mm (20") and left hand side nerf a minimum of 437 mm (18") from the chassis.

The side nerf bar construction shall have 3 mounting points and not have any more than 3 bars used in their construction.

Side nerfing bars are mandatory at all times. No complete side nerfing bar no race

(ii) Protection Height

- (a) Centres of front and rear nerf bars to be approx. 450 mm from ground level..
- (b) Front and rear nerfs must offer protection at a height of 450 mm.

8.6 FRONT AXLE

(i) Size

Tube front axles to be a minimum of 44.45 mm (1 $\frac{3}{4}$ ") to a maximum of 63.45 mm (2 $\frac{1}{2}$ ") O.D. with a minimum of 2.4 mm (.095) wall thickness and eyes must be wrapped as far as possible.

(ii) King Pins

- (a) To be of approved automotive design..
- (a) To be a minimum of 19.05 mm ($\frac{3}{4}$ ") diameter.

(iii) Hollow king pins permitted providing they have a minimum wall thickness of 3.3 mm (.130").

- (iv) The panard rod must have a locknut, lock wire or split pin.
- (v) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.7 STEERING

(i) Type Any safe form.

- (ii) Position of Steering box Steering boxes must be mounted as far away from drivers knees as practical and be adequately padded.

(iii) Turns Lock to Lock

- (a) Maximum of two.
- (b) Minimum of three quarters.

- (iv) All steering pitman arms are to be outside the cockpit.
- (v) Quick release steering wheel hubs to be of approved metal design.
- (vi) All main steering arms (Main drag link) to have a safety strap attached to the chassis.
- (vii) All tie rods and drag links to be fitted with steel bolts/studs (Grade 5 or 8 high tensile bolts/studs highly recommended), with no hollow, light weight, titanium, stainless steel or aluminium bolts or studs permitted. Heime joints to be steel or chrome Moly.
- (viii) The following components must have locknuts, lock wires or split pins: steering arms bolted to spindles, and all steering components. Method of retaining pitman arm to steering cross shaft must be used.
- (ix) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.8 REAR AXLE

- (i) All cars must use a locked differential.
- (ii) All cars must be fitted with differentials using full floating type axles.
- (iii) An approved type live axle may be used.
- (iv) Morris J van type rear end not permitted in open sprintcar competition.
- (v)
 - (a) Aluminium rear axles to have a maximum I.D. of 52.45 mm (2.0625")
 - (b) Axles with an I.D. between 48.32 mm (1.9002") and 52.45 mm (2.0625") may only utilise a 'long spline axle'.

CLARIFICATION NOTES:

- (i) Spline must be greater than 184.35 mm (7.25") in length.
- (ii) Axles with an I.D. of 48.32 mm (1.9002") or less do not have a spline measurement restriction.
- (c) The O.D. is not to be machined more than 1% of the original manufacturers standard. No undersized axles are permitted to be sleeved up to size.
- (vi) The following components must have locknuts, lock wires or split pins lower bird cage bolts, pan hard rods.

- (iii) Front and rear axle assemblies, steering components, etc. must meet with approval of the Technical Committee.

8.9 SUSPENSION

- (i) Type Front and rear suspension may be of any type. No cockpit adjustable torsion bar/torsion stop or sway bar implement allowed.
- (ii) Shock Absorbers All cars must incorporate an operative shock absorber on each wheel. No coil or conventional shock absorber to be adjusted from the cockpit.
- (iii) All sprintcars are to be fitted with torsion stop/bar retainers to front suspension. A suitable rod fitted with a minimum retaining washer size of 1 ½ inch O/D with a minimum thickness of $\frac{1}{4}$ " with nyloc nuts, or suitable locking device on each end, or a spreader bung type is allowed. The scrutineer is to determine if the system is suitable to retain both stop and or arm in the event of coming loose. Note: It is recommended that a commercially manufacture device be used.

8.10 BRAKES

- (i) Method of Operation
 - (a) Brakes must be operative on both rear wheels at least. Right rear brake optional.
 - (b) All braking systems must be operated from the left hand side and to be foot operated (combined foot and hand pedal allowable).
- (ii) Type Hydraulic only.
- (iii) Inboard brake discs to be no larger in diameter than the side plate of the diff. centre.

8.11 WHEELS

- (i) Size
 - (a) Maximum of 406 mm (16 inches) diameter.
 - (b) Minimum of 305mm (12 inches) diameter.
- (ii) Type
 - (a) Approved split rims (alloy or steel) with steel heat treated alloy and magnesium alloy centres may be used.
 - (b) Wheels with steel plate centres for use on the rear must have a minimum plate thickness of 8 mm ($\frac{5}{16}$ ""). Existing 6.4 mm $\frac{1}{4}$ "") plate centres must be reinforced by at least 3.2 mm ($\frac{1}{8}$ "") plate.

- (c) Dual wheels not permitted on any car.
- (d) All imported wheels must have proof of manufacture.
- (e) All balancing lugs must be securely fastened.
- (f) Fabricated and/or split rim wheels must have the specific approval of the National Technical Committee.
- (g) Any recognised wheel cover accepted providing they are not fixed by protruding devices. It is recommended that cars use a minimum of 5 dzus button fixing points or 3 screwed fixing points for wheel covers.

(i) Air Bleeder

- (a) Mechanical & Electronic Bleeders allowed, however no device activation by the driver or remote control of any type is allowed when the sprintcar is in motion.
- (b) On board air feed attachments through the bleeder is allowed, however no device activation by the driver or by remote control of any type is allowed when the sprintcar is in motion.

(iii) Attachment

- (a) Front wheels to be secured by no less than three steel studs or bolts of no less than 15.8 mm ($\frac{5}{8}$) diameter or five steel studs or bolts of no less than 9.5 mm ($\frac{3}{8}$) diameter. These studs or bolts are to be grade 8 high tensile type. Commercially manufactured 3 spoke/stud front hubs are allowed.
- (b) Rear wheel studs to be of high tensile proprietary design of minimum size 12.7 mm ($\frac{1}{2}$) National Fine thread. Minimum of five studs are required.
- (c) Wheel nuts shall comply with approved design.
- (d) Any approved type of "knock on" hub, providing the "knock on" screws on in a counter direction to the wheel rotation, may be used.
- (e) Where "knock on" hubs are used a minimum of three (3) drive pins for each front hub to be used of 15.8 mm ($\frac{5}{8}$) dia. with 12.7 mm ($\frac{1}{2}$) thread and a minimum of six (6) drive pins for each rear hub and will be a minimum of 15.8 mm ($\frac{5}{8}$) dia. with 12.7 mm $\frac{1}{2}$ thread. Pins to be grade 8.

The use of splined centred wheels are permitted for use without the use of drive pins with "knock on" hubs.

(iv) Tyres

The following tyres will be implemented as follows from the 2025 AGM:

1 September 2025: Right Rear tyres will be of the harder compound nationwide, excluding events in WA for 410 Sprintcars.

· 1 February 2026: Left Rear tyres will be of the harder compound nationwide, excluding events in WA for 410 Sprintcars.

· 1 March 2026: Left Rear and Right Rear tyres will be of the harder compound nationwide, excluding events in WA for 360-LS Sprintcars.

· 1 March 2026 or when tyre availability for softer compounds becomes limited (whichever occurs first): Right Rear and Left Rear tyres will be of the harder compound for events in WA and across the rest of the country for 410 and 360-LS Sprintcars.

Please note that 88- and 90-inch left rears will remain open compound.

Hoosier – Right Rear D15A and Left Rear D12A

American Racer – Right Rear SD 40 and Left Rear SD35

Dirt X – Right Rear DXI40 and Left Rear DXI 35

- (a) All cars must use tyres that are in good condition.
- (b) Minimum Right Rear compound must measure a minimum of 40 with a tolerance of -2 (38) on one selected brand name durometer. If the tyre is bald then no measurement can take place but the result stands. Tyre can be checked at any time during the night, and failure to allow tyre being checked is exclusion from the night, points and prize money. No other brand of tyre is to be used in this position without first submitting the tyre to the SCCA technical committee for evaluation.
- (c) Minimum Left Rear compound must measure a minimum of 35 with a tolerance of -2 (33) on one selected brand name durometer. If the tyre is bald then no measurement can take place but the result stands. Tyre can be checked at any time during the night, and failure to allow tyre being checked is exclusion from the night, points and prize money. No other brand of tyre is to be used in this position without first submitting the tyre to the SCCA technical committee for evaluation. 88 & 90 inch tyres will remain open and can be no softer than a RD12 with a duro reading of 33.

- (d) Compound markings not to be tampered with or removed.
- (e) If a driver is competing at an event (that is not in their home state) that uses a control tyre, then that driver does not have to purchase a tyre from that track, but MUST use the same brand and compound of tyre as being used at that venue.
- (v) Hubs Front and rear axle hubs and housings must not extend beyond outer wheel rim. It is recommended that heavy duty front stub axles and hubs be used: e.g. $\frac{3}{4}$ tonne Ford and International truck type.

WHEEL NUTS APPROVED DESIGN (MAY 1985)



NOTE:

1. Minimum $\frac{1}{2}$ " across flats.
2. Washers used under nuts will be minimum $1\frac{1}{4}$ " O.D. $\times \frac{3}{16}$ " thick steel e.g. Dodge 3 ton flared wheel nut.

8.12 TRANSMISSION

Torque Tube Strap or safety loop compulsory on all cars. A safety hoop, when fitted, is to be mounted on the bottom chassis rail with the brackets angled slightly forward so as not to interfere with submarine seat belt. The hoop shall be a minimum of 300 mm high and 150 mm wide with the tube being 25 mm dia. by 1.5 mm wall thickness. The hoop shall be attached with 5 mm nuts and bolts. For the protection of the drivers feet, ankles and lower legs we recommend the use of a guard or ballistic blanket when using an aluminium or magnesium torque ball and housing.

8.13 FUEL SYSTEM

- (i) Design and Construction
 - (a) The smallest size fuel tank possible is to be used.
 - (b) An F.B.I. type breather or a similar manufacture one - way valve to be used.
 - (c) Fuel tank caps must be of leak proof: screw, aircraft or approved design.
 - (d) Plastic fuel filters banned.

(ii) Fuel Lines

- (a) All cars must be fitted with approved flexible fuel lines.
- (b) Approved flexible connection to fuel pump with screwed connector must be used.
- (c) All cars must be fitted with flexible fuel lines within 80 mm of the tank.
- (d) No Bypass Valves are to be mounted directly to the fuel tank or fuel tank plate.

(iii) Fuel Tap/s

All cars must have a tap or taps in the fuel line within easy reach of the driver, with easy external access and prominently marked ON – OFF in a contrasting colour. Fuel tap/s must effectively stop the flow of fuel from the tank to the pump and filter and will be mounted on the right hand side of the cockpit. All external access taps must be clearly sign written to show location.

(iv) Fuel

Fuel may be checked at any time by race officials. Alcohol fuel only permitted - fuel containing petroleum based additives, nitro methane or other oxygen producing additives are not permitted. Specific gravity will comply with SO-CAL fuel test procedure table. At any given time a chemical analysis shall be taken of fuel, and if any additive greater than 3% in an oil based competency is found to give added ability to the engine, this will also be classified as a disqualification. The use and fitting of nitrous oxide injection systems are prohibited.

(v) Fuel Bladder

- (a) Approved fuel bladders mandatory in all tanks without exception.
- (b) Fuel bladders will be completely surrounded by a container to rigidly support the fuel bladder and provide additional protection.
- (c) The fuel containers must be constructed of non combustible resins or plastics.
- (d) The manufacturers of fibreglass or plastic fuel bladder containers must provide certified documents that those materials will not support combustion.
- (e) Fuel tank vent must have a check valve.

(vi) Fuel Bladder Construction

- (a) Physical properties minimum standard: Tensile strength: 450 lbs.

Spec. MIL-CCC-T-191B Method 5102.
Tear strength: 50 lbs.
Spec. MIL-CCC-T-191B Method 5134.
Puncture strength: 175 lbs.
Spec. MIL-T- 6396c Article 4.5.17. Seam strength: 450 lbs.
These physical properties must be maintained throughout all areas of the finished fuel cells including seams, joints and fittings.

(b) All fittings will be built into the fuel bladder and bonded and cured as an integral part of the tank encapsulation.

(vii) Approvals

- (a) The Saldana polyethylene fuel tank with bladder fitted is approved.
- (b) Fuel Bladders Incorporated headrest tank is approved providing:
 - (i) Certification papers are presented to the scrutineer.
 - (ii) 3 standard mounting points are used each having a holding area of 75mm square.
 - (iii) May be used without separate tail panel.
 - (iv) Tank must be used as manufactured and not modified in any way.

(viii) Fire Suppression System

- (a) A fire suppression system that meets the SFI 17.3 specification may be used and if installed must be functional.
If installed the following specifications apply.
National Tech to supply bulletin.

8.14 BODY

- (i) Design of Body
 - (a) All cars are to have a suitably padded upholstered cockpit. All sharp protruding objects to be suitably padded.
 - (b) All sprintcars must contain a nose, bonnet, cockpit side panels and tail, at all times.
 - (c) The side panel must extend from the front fire wall to at least the front edge of the seat and be no higher than the top edge of the firewall.
 - (d) Body panels fitted to the left hand side of the car must leave enough to allow driver to exit car without removing the panel. The drivers left side opening must be a minimum of 400mm vertical opening at any point and a minimum 400mm horizontal opening at any point, unobstructed.

- (e) Fuel Bladders Incorporated Fuel Bladder housing may constitute a tail providing a tail type hump is professionally fitted.
- (f) Body must contour the chassis. The front part of the body, known as the bonnet or nose assembly shall not be wider than the parallel lines of the body and may not exceed the width of the frame. The bonnet/nose assembly may not extend forward beyond the confines of the front bumper/ nerf bar. Any item added to resemble , imitate and / or specifically designed to deflect , trap and / or form a pattern for air to travel in a directed manner will not be permitted. Side panels and bonnets cannot be folded, angled ,bent or formed to make a “flap” or “rudder” in any way to gain an aerodynamic advantage. If any doubt , final decision on clarification is decided by the National Tech Panel .
- (g) The drivers' right side panel opening must be a minimum of 255 mm vertical opening at any point and a minimum 530 mm horizontal opening at any point.
- (h) Rock/Debris Screens, maximum opening of 50 mm vertical design, made of metal (no plastic) must be securely attached by a minimum of 3 hose clamps and/or approved clamps to the front of roll cage of all cars at all times. Screen must sufficiently cover the open area of the roll cage directly in front of the driver.

(ii) Paintwork and Sign writing

All vehicles are to be presented for racing in a good condition, including paintwork and sign writing.

(iii) Numbers and Contrast

- (a) Racing numbers shall not be duplicated in any State or Territory in any division.
- (b) Racing numbers must not extend past 99 in any division providing numbers 2-99 is in use. State Number 1 Open and 360-LS Sprintcar: Each State Champion is Eligible to carry Number One on their Sprintcars; the Number 1 must have the state name across it for Open Sprintcars. 360-LS Sprintcar State Number 1 to have approved 360-LS Sprintcar and State Logo on it. All Cars must revert back to their State registered number at any Australian Title.
- (c) All sprintcar numbers must be on both sides of the fuel tank and utilise a contrasting colour scheme to ensure that the number is easily identifiable.
- (d) 410 and 360-LS Sprintcar sprintcars: - All left hand

wing panels will have racing numbers to be min. 300 mm high x 50 mm thick and to include first letter/s of state prefix, (Northern Territory to include NT prefix) which will be min. 75 mm high x 25 mm thick on each side of the panel, be in a contrasting colour and clear from sign writing etc. Allow one additional prefix to each SMC to be approved by SCCA.

NSW: N & NS NT: NT & D

QLD: Q & NQ SA: S & SA

TAS: T & TA VIC: V & VA

WA: W & WX ACT: Not Active

(e) Winners of the Australian 360-LS Sprintcar Championships™ are permitted to display the approved 360-LS Sprintcar Championship™ Logo through their allocated number. Approved 360-LS Sprintcar Championship™ logo to be provided by the SCCA.

(iv) Bonnet Attachment

All cars must use a strong bonnet strap/s or other quick release method of attachments e.g. Dzus fasteners, but not screws or nuts and bolts.

(v) Ignition, Fuel Pump Switch(es)

All cars must have switches for ignition, fuel pump, etc. fitted in a prominent position surrounded by a square of contrasting colour to be marked ON - OFF.

(vii) Fire Wall

All cars must incorporate a fully protective fire wall between the engine and driving compartments.

(v) Battery Cover

(a) Battery location in the car is optional and can be placed under the seat.

(b) All batteries must be sealed; no wet cell or lithium batteries allowed.

(c) Battery mounts must be welded, bolted, or clamped; if clamped, a minimum of 3 substantial clamps must be used (with a minimum of 1 each side/end); no worm drive hose clamps are to be used as the primary attachment method.

(d) All cars must have a cover over the battery that will prevent shorting of terminals on any metal work.

(viii) Floor

(a) All cars must have a floor under the drivers feet extending to the fire wall and to the front edge of the seat.

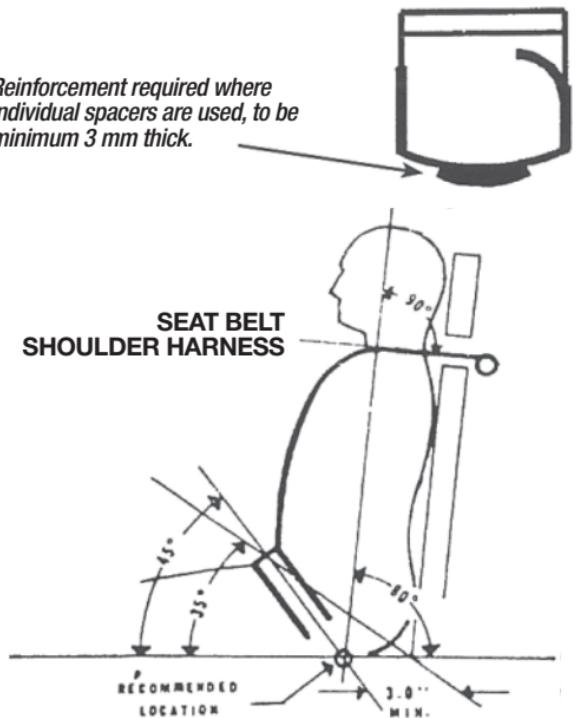
(b) A bar to be fitted under drivers feet or in close proximity.

8.15 SEATING SYSTEM

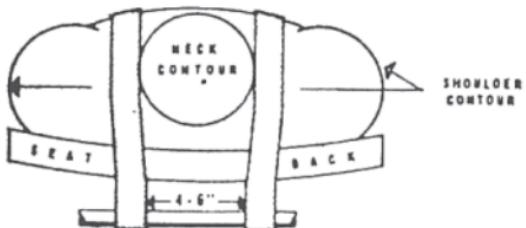
(i) (a) SCCA Approved* "Full Containment Seat" to be mandatory fitment in all Sprintcars. Seats manufactured with rolled edged holes allowed, seats with drilled holes not allowed other than the 3 drain holes. A maximum of three 12.7 mm ($\frac{1}{2}$ ") drain holes only permitted in the seat.

SEAT REINFORCEMENT (MAY 1989)

Reinforcement required where individual spacers are used, to be minimum 3 mm thick.



SHOULDER HARNESS TOP VIEW



*The SCCA Approved design must include a comprehensive head surround on the left and right hand sides, shoulder and torso support system. The right hand head surround is to be no shorter than 8" and the left hand head surround is to be no shorter than 6", both are measured from the back of the headrest where helmet rests against. Existing seats up fitted with non-standard components to be inspected for approval by the National Technical Panel.

- (b) No fibreglass seats allowed.
- (c) All seats to be bolted securely in place with a minimum of 4 (4) 7.9mm ($\frac{5}{16}$ ") bolts. If mounting bolts pass through single layer area of seat reinforcing of the area of a minimum of 25.4mm (1") x 1.6mm ($\frac{1}{16}$ ") steel washer required. Protruding bolts to be padded. The CASM (Compression Absorbing Seat Mount), welded or clamped system are approved for use in SCCA registered Sprintcars.
- (d) Individuals spacers not allowed without reinforcement between spacers and seat.

(ii) All cars to have a bar minimum 25.4 mm (1") OD x 3mm (.120") thickness. Located from the left to the right of the chassis behind the drivers seat, or approved device, so no part of the drive line can contact the drivers seat, back or base ie. when the stops are removed and the diff is lifted to its highest point, the driveline does not contact the seat.

8.16 SEAT BELTS

Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacture).

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.

The use of an approved lever latch type seat belt with a quick opening clasp is mandatory. Both the fastening design and condition of the belt is subject to the inspection of the Technical Committee.

Seat belts must comply with minimum SFI standards (2 year life span). Driver must be able to show proof of age of seat belts if requested. Scrutineers to note in log books that after a major crash, new belts may be needed if deemed necessary.

- (i) Construction
 - (a) Size - as per SFI specification SFI 16.1 or SFI 16.5
 - (b) Metal to metal quick release buckle.
 - (c) Belt material must be as short as practical.
 - (d) Must be worn as tight as possible.
 - (e) Must be worn in such a manner that it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may it be worn over the area of the intestines and abdomen.
 - (f) The belt should not pass over the sides of the seat, but come through the seat at the bottom of each side thereby wrapping and holding the pelvic area over the greatest possible area. Where the belt passes through the sides of the seat, the seat edges must be rolled and/or grommeted to prevent chafing or cutting of the belt.
 - (g) No press button release mechanisms allowed.
 - (h) Under advice from Speedway Australia the SCCA advises that the SFI Rated 16.1 & 16.5 seatbelts are now accepted under our minimum safety standards, provided that they are used only with a Hans Head and Neck Restraint Device only.

The SFI 16.1 & 16.5 Standard belts can include some narrower width sections, intended to perform more effectively with the HANS Device. These belts must still comply with the lever/latch style of buckle and cannot be plastic Camlock buckle."

- (ii) Shoulder Harness (Refer to illustration)

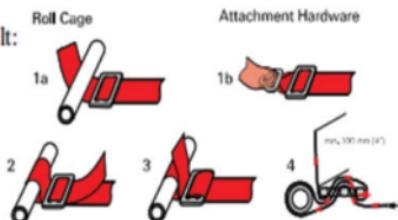
The use of double over the shoulder harness is mandatory. The shoulder harness, like the seat belt, must meet the following requirements and is subject to the inspection of the Technical Committee.

- (a) Two individual straps of ADJUSTABLE length with metal ends designed to join the seat belt at the quick release mechanism thereby forming a single release point for the seat belt - shoulder harness system.
- (b) Minimum width 1.72 inches (43.69mm)
- (c) Two belts in a "Y" form, behind the neck, to form one strap NOT be used.
- (d) Harness straps be attached directly to a strong structural member of the car which is not used to mount the seat. At the points of attachment they should be attached to or

pass over a structural member that is level or a maximum of 25 mm below the driver's shoulder. The straps should pass through the seat cleanly with driver in position.

- (e) Where the straps pass through the seat or body structure of the car, the edges of the seat or body must be rolled and/or grommeted to prevent chafing or cutting of the straps.
- (f) The harness should be worn as tight as possible.

Proper Wrap of Shoulder Belt:



- (iii) Submarine Belt The use of a submarine belt is compulsory. The submarine belt should be mounted so as to ensure that the lap belt offers support to the pelvic area and cannot ride up. It should be noted that the use of the submarine belt is to prevent the body from sliding out under the harness. The belt end should be mounted to a solid chassis member and not to the seat and not forward of the front edge of the seat.
- (iv) Anchorage Seat belt anchorage bolts to be of minimum 9.5 mm ($\frac{3}{8}$ ") SAE high tensile bolts (with full lock nut).
- (v) Only SFI Approved 16.1 ratchet system belts may be used. No clamping system is allowed to be used to anchor or secure belts into Sprint cars except for one waste belt mount. Belts must be attached to the Chassis by Either.
 - (a) Wrap around or.
 - (b) Minimum tensile strength 1,360 kilograms
 - (c) Bolted with 3/8 Steel high tensile bolt and full self-locking nut through a spudded section of the
 - (d) The waste belt can be Clamped with one Hooker Steel clamp HHRM1375S-1015

8.17 ENGINES

- (i) Engines may be of any type in any stage of tune except engine capacities are limited to 6.715 litres (410 c.i.).
 - (a) Up and/or down nozzles permitted.
 - (b) Overhead camshafts not allowed on V8 engines.
 - (c) Forced induction engines are limited to 3.6 litres.
 - (d) V8 engines are only permitted in standard configuration, which means the original design concept. Eg. For small block Chevrolet: a 90° V8 block compromising 2 banks of 4 cylinders in line with camshaft positioned approx. centre of block. 2 cylinder heads with fuel injected through a manifold on the valley side of heads and exhausted through to the outside of heads. 1 inlet and 1 exhaust valve only per cylinder each actuated by a rocker arm, pushrod and camshaft lifter. Ignition spark distribution device by a gear on rear of camshaft and positioned in centre of valley at rear.
- (e) 360-LS Sprintcars fitted with a conforming LS3 – CT525 & 360 Engines only, may race with Open Sprintcars. (Note: Open sprintcar weight limit applies and RPM is unrestricted when competing in Open Sprintcar competition)
- (f) Titanium crankshafts or conrods not allowed. Inspection plug, minimum 25 mm dia., to be fitted to all sumps.

NOTE: Also applies to 360 class.

- (g) Two front inlet manifold bolts to have minimum 1/16" hole drilled to accommodate SCCA Inc Engine seal.

NOTE: Also applies to 360 class.

- (h) Engines to be positioned vertically and crankshaft to be centre of chassis and engine located in front of driver.
- (i) Roll over engines are not allowed.
- (ii) Throttle Springs / Linkage
 - (a) Injection systems to be fitted with 2 independent return springs.
 - (b) A half stirrup type toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.
 - (c) Marine or earth moving equipment flexible cable permitted as approved by the Technical Committee.

- (d) All injector ram tubes to be fitted with a suitable means to stop foreign bodies from entering and jamming throttle open.
- (e) All external air cleaners are to be fitted with a device to prevent the air cleaner from becoming detached from the car.

(iii) Cooling System

- (a) Radiator hoses to be canvas reinforced type.
- (b) Hose clips to be screw up type only.
- (c) Radiator caps to be covered by either the nose section or bonnet.
- (d) All pressurised systems to have a manual pressure relief tap in the cooling system to relieve pressure before loosening or removing the radiator cap. Tap to be fitted with hose to direct steam on to the ground.
- (e) A fan guard must be fitted to cars that do not have a fully enclosed bonnet and fan is still visible.

(iv) Exhaust Systems

- (a) Exhaust pipe or pipes to extend to a minimum length of halfway along cockpit side, but not extend past rear nerf bars and to be parallel to the bottom chassis when viewed from the top side and designed in such a way as to deflect exhaust gases away from driver and fuel tank area.
- (b) All mufflers must be secured to the chassis or side nerf bar by one of the following systems. Minimum of 3mm chain link, 3mm stainless cable or bolted brackets. Note: Light duty tie wire incapable of securing the muffler is not acceptable.
- (c) Noise limits to be 95 DBA as a maximum measured at 30 metres from edge of track. All cars are to have mufflers as mandatory.

(v) Traction control - is defined as any form of reactive, device, system or mechanism for the purpose or effect of preventing or limiting loss of traction. The direct control of the throttle position or brakes as effected mechanically by the driver does not fall within this definition.

The onus of compliance with all regulations and specifications lies with the driver and owner of the sprintcar, penalties against the driver and owner for the use of an illegal reactive traction control device whether detected via physical and/or electronic detection, is as per the Penalties Matrix.

- (a) Rev. limiter chip must be sealed in with Silastic or the port sealed with Silastic.
- (b) Only 1 electronic ignition points box allowed fitted to the car.
- (c) One(1) Switch to alternate from a Mag timing setting to Crank trigger timing setting. (It gives the ability for a back-up ignition system or to retard the engine timing with the flip of a switch, to suit a track change during a race meeting, this switch cannot be fitted within the cockpit area and must be outside of a drivers reach at all times, however crew can activate the switch during a red or yellow light stoppage and/or in the pits between races).
- (d) Tel-Tac, V-Tac electrical components or other RPM recording devices may be subject to inspection for traction control.
- (e) Any ignition system may be seized for inspection at any time.
 - (i) Penalty will be as per 7.2 FINES AND PENALTIES (vii)
- (f) Magneto Electronic Points Box – wiring from the internal of the Magneto Electronic Points Box to the magneto and/or crank trigger must be of such and must be four separate, continuous wires from internal of the Magneto Electronic Points Box to the first connector
- (g) The first connector specified in a) is to be Deutsch DT4 Male Pin Connector Part Number DT04-4P, or direct, unmodified replacement for DT04-4P
- (h) The first connector specified in b) shall be the following pinout and colours as per OEM or Magneto Electronic Points Box

Pin 1 Violet Trigger

Pin 2 Green Trigger

Pin 3 Black Generator

Pin 4 White Generator or Yellow (subject to orginal system wire cloour)

1. Wiring beyond the first connector specified in c) is free, but must not contain anymore connectors, joins or splicing beyond normal servicing requirements, and each wire must only be used as per OEM Ignition System Manufacturers intended purpose.

8.18 AEROFOILS

- (i) Construction
 - (a) To be of approved design and construction. No wooden frames or inflammable material to be used.
 - (b) Aerofoils are restricted to one overhead wing and one front wing. Overhead wing mandatory.
- (ii) Attachment
 - (a) Attachment of the top wing to be at four points. Front mounting to be 6 mm ($\frac{1}{4}$ ") locking pin or "R" clip, not split pin. Approved design clamp mounts allowed, e.g., Maxim, Eagle. Rear mounting to use bolts and locking nut of 8 mm ($\frac{5}{16}$ ") on slip coupling.
 - (b) Overhead wing mountings are to be designed so that a driver is not endangered in the event of a breakage.
 - (c) Suspension mounted wings not permitted.
 - (d) Side wings of any description not permitted.
 - (e) Cockpit adjustable wings permitted.
- (iii) Size
 - (a) Side of overhead wing must not protrude past the outer edge of the rear wheels and width of the plane area is 1.524 metres (60") and the area of the plane area shall be 25 sq. ft.
 - (b) The overall width (extremity to extremity) of a 1.524 metre (5 ft x 5 ft) wide plane area wing shall not exceed 1.587 metres (62.5")
 - (c) Overhead wings to have two (2) side panels 762 mm (30") deep maximum by 1.829 metres (6') long maximum - one each side of wing.
 - (d) Front wing width is not to exceed the inside width of tyres, be a maximum of one (1) metre long including side panels and to be mounted low on the body line of the vehicle so as not to impair vision and to be adequately protected by nerf bars. The centre section of the wing (belly) cannot protrude past the front nerf.
 - (e) Wicker bill - no more than 2" high and no extensions of the 25 sq ft surface area of the wings. The wicker bill must be 90 degrees to the top surface of the centre section, with no curves and no return ie. Straight piece only.
 - (f) Wing Infringements. Refer 7.2 Fines and Penalties.

8.19 ASPHALT

Supplementary regulations for asphalt racing only

8.16 Engines - Spill tanks - Catch tanks for oil and water must be fitted. Tanks are to be one litre for oil and two litres for water minimum, fitted inside the chassis forward of the fire wall if possible, and incorporate an open breather and drain tap.

8.9 Brakes - Brakes must be operative on all four wheels i.e. one unit to be fitted to each wheel assembly. All brakes must pass an operational test to the approval of the Technical Committee.

8.20 360-LS SPRINTCARS

360 class sprintcars must meet all of the SCCA Inc. Racing Rules, Regulations and Specifications as listed in the rule book (unless they are in conflict with these rules), plus meet any additional 360 class rules as listed here.

(1) Engines

(i) 360 c.i. Engines

- (a) Maximum of 360 c.i. +1% displacement including all modifications and reconditioning.
- (b) All engines to be of stock configuration.
- (c) No Aluminium Blocks.
- (d) No titanium conrods or crankshafts.
- (e) All engines must be sealed by the State/Territory Technical Officer/s in accordance with rule 6.16 (i) (g).
- (f) Inspection plug, minimum 25 mm dia., to be fitted to all sumps.
- (g) LS2 Engines , LS3 Engines and CT-525 Crate Engines are allowed with the specifications detailed in Addendum 2021.2

Competitor's cars and drivers must be registered and licenced with the SCCA.

This is to be reviewed at the next SCCA AGM.

Engines miscellaneous

- (a) Roll over engines are not allowed.
- (b) Engines to be positioned vertical and crankshaft to be centre of chassis and engine to be in front of driver.

NOTE:

- (a) These 360 specifications pertain to Small Block

configuration of any type (e.g. Chevrolet, Ford, Mopar etc.

- (a) Standard configuration means the original design concept. Eg. For small block Chevrolet: a 90° V8 block comprising 2 banks of 4 cylinders in line with camshaft positioned approx. centre of block. 2 cylinder heads with fuel injected through a manifold on the valley side of heads and exhausted to the outside of heads. 1 inlet and 1 exhaust valve only per cylinder each actuated by a rocker arm, pushrod and camshaft lifter.

Cylinder Head

V8 engines must utilise one of the following cylinder heads:

- (i) Cast Iron heads Part #223400020A or RHS12322 (new part #) with 220 cc intake runner volume and with SCCA Inc. stamp approval and original manufacturers markings.
- (ii) Alloy Brodix heads only Part # 11SPxASCS (Chev.) #27-223ASCS (Ford) and #27-222ASCS (Mopar) with ASCS stamp and logos cast into the ports may be used.
 - (a) All cylinder heads must remain within 1 degree of the original 23° valve angles, Chev. = 23°, Ford = 20°, Mopar = 18°.
 - (b) No intake or exhaust port bolt hole or valve centreline relocation.
Valve cover, intake and exhaust faces must remain standard angle.
 - (c) Intake, exhaust and chamber are open and free to porting. NO adding of any material beyond the size of the original factory castings and factory machining . The maximum size of the external push rod "pinch" area on the Siamese inlet runners will be 2.660 . The SCCA checking gauge must fit over the pushrod pinch area and fall all the way to the bottom with no external pressure.

Amnesty period on penalties will apply until August 2021 for Pinch area size.

- (d) Brodix Alloy heads must retain the ASCS logo cast into the intake and exhaust ports. Logos must be fully intact which means 100% outline and 50% height.

Cylinder head miscellaneous

No offset bolts.

Fuel/Air Induction

Injectors: 2 $\frac{3}{16}$ inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft-operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

No carburetors allowed except for WA Limited Cars, where an exemption is approved for the 2021/2022 season.

(ii) Engine – LS1-LS3 GM / CT-525 Engines.

Methanol fuel only LS1 and LS2 Engines to be phased out by 1st June 2028.

- (a) Block - Any GM factory LS aluminium blocks are permitted. No lightening allowed. Maximum bore size 4.085". Maximum capacity 380 cubic inch.
- (b) Crank - Standard stroke only is permitted (3.622"). Factory or aftermarket crankshafts are permitted. Must be cast or nodular steel. No billet cranks allowed. Counterweights must not be modified except for balancing. Must be 90 90-degree phasing. Minimum crank weight 22kg with timing gear. Must run the factory 24 or 58 reluctor wheel.
- (c) Rods - Factory GM or the following aftermarket rods are permitted. Minimum rod weight 590 grams. Scat, Callies Compstar , Eagle, Manley, K1, X2I KAP
- (d) Pistons – Any factory or aftermarket flat top pistons must be used. Valve pockets are permitted. Must have 3 ring grooves with all 3 rings installed. Minimum ring width .88 mm top and second and 2mm oil ring. Pistons may protrude past the deck face by a maximum of .015". Piston coatings are allowed.
- (e) Cylinder heads – (i) Must be factory LS cylinder head castings. LS1 engines can have cathedral port or rectangular port heads, LS2 and LS3 engines have rectangular ports, all heads must remain standard.

(ii) Minimum head height 119.0mm. (Deck face to valve cover rail). Minimum chamber volume 59cc. Valve angle 15 degrees +/- .5 degree. No porting or head lightening allowed. No chemical etching, grinding or polishing are allowed. No welding is permitted accept to repair a damaged chamber. Intake and exhaust ports must be of cast condition and in the standard location. Valve seat angles are free. Valve throats can be machined or hand dressed to a maximum of 20mm down from top of the insert.

(f) No aftermarket heads allowed

(g) Valves – (i) LS3 Intake valve sizes (2.140" - 2.170"). Exhaust valve sizes (1.570" - 1.600"). (ii) LS1 cathedral port Intake valve sizes (2.000" - 2.020"). Exhaust valve sizes are (1.550" - 1.600"). (iii) No titanium valves allowed.

(h) Valve springs – Free. Valve retainers must be steel. No titanium allowed.

(i) Rockers – Factory GM 1.7 rocker ratio only. No aftermarket rockers allowed. Trunnion bearings can be replaced with bushes. Pushrods are free.

(j) Head gasket – Minimum thickness .040".

(k) Camshaft – Hydraulic roller only. Standard journal size 55mm. Duration and lobe centres are free. Maximum valve lift must not exceed .530" at the valve. Cam timing is free.

(l) Timing Chain – Only single or double timing chains permitted.

(m) Lifters – Hydraulic only.

(n) Intake Manifold - LS3 - Factory GM CT-525 GM-25534401 manifold only. LS1 – Edelbrock Victor JR #29085, Holley LS1 #300-132 manifolds only. No porting allowed. Must be of cast condition with no chemical etching, grinding, polishing or welding allowed. Injector location in cast nozzle bosses only. One nozzle per cylinder.

(o) Throttle Body – Ausflow – 525 #4105-525, Kinsler # 14170, Aero Flow #AF64-2250 and AF64-2251. Max butterfly size 1.750" with a 4150-bolt pattern.

(p) Water pump – Factory or aftermarket water pumps are permitted. They must be mounted in the standard location on the front of the block. Electric water pumps not allowed.

(q) Harmonic damper – SFI approved damper Must be fitted to the crank snout.

(r) Fuel – Methanol with mechanical fuel pump only.

- (s) Alternator – Optional. 16 volt systems not allowed.
- (t) Oil pan – Wet sump only. Oil pump must be mounted in the factory location on the front of the crankshaft. No dry sumps allowed. No vacuum pumps allowed. Oil filter location free.
- (u) Ignition – Factory GM coils only. No aftermarket coils allowed. 6014CT Ignition Box to be mandatory from 1st July 2026. Timing curve is free but cannot be adjusted while racing on track.
- (v) RPM limit - 7500 rpm maximum. Can be checked at any time during a race meeting and sealed with an approved seal.
- (w) Exhaust Headers – (i) 1 3/4" to 1 7/8" primary with a 3 1/2" collector or 1 3/4" primary with a 3 1/2" collector. Must be of standard sprint car header configuration. Tri-Y headers are not allowed.
 - (ii) Mufflers as per SCCA rule book

(iii) LS2 and GM CT525 Engines

If it is not in the rule book it is not allowed, contact your state member club for clarifications before implementing.

(2) WEIGHT

All 360 Sprintcars utilising ASCS specifications and or SCCA Inc. engines are to remain at a combined driver & car weight of 703 kg's (1550 lbs). Weight for LS2, LS3 and Crate CT525 engine cars to be minimum 680kg (1500lbs) with driver. All other rules relative to weight are the same as open sprintcars. Refer 8.2 CHASSIS this rulebook. Any variation from these 360 specifications should be considered NOT ALLOWED, unless prior approval has been sought through the SCCA Inc. Technical Committee.

(3) INSPECTION PROCEDURE

Pre Racing

- (a) Check engine capacity.
- (b) Check head part numbers.
- (c) Check 23° valve angle.
- (d) Check inside diameter of injector stacks.
- (e) Camera check on Brodix alloy heads down intake runner to verify logos.
- (f) Remove one exhaust header to verify logo on Brodix alloy head.

- (g) Fit approved SCCA Inc. seals and record seal numbers in vehicle log book.

POST RACING

- (a) Check in accordance with 7.1 INSPECTIONS plus verify seal numbers, seal attachment and injector stack diameter.

SECTION E

- AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

9. AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

- (a) The Australian Sprintcar Championship® will be offered by open tender to tracks supporting sprintcars for a minimum of 6 race meetings per season with the events being conducted as per the Racing Rules, Regulations and Specifications outlined by the SCCA Inc. Allocation will be 2 years in advance. Written submissions to be submitted to the SCCA by the end of March and tabled at the SCCA Conference.
- (b) If a written submission is not received by the end of March, the State/Territory will be deemed to have forfeited the event and the next State/Territory will be allowed to submit a proposal. Closing date for written submissions will be 60 days before the annual SCCA Conference. If a State/Territory sustains from conducting the Title or does not submit a proposal for the event as per the rotation order then that State/Territory will not be eligible until their turn comes around again in the rotation, no deviation from the rotation order will be permitted. The SCCA executive is to send notifications to each member club of when and to whom a tender is sent for each state when tenders are going to be sent out.
- (c) (i) The ASPA are allowed first preference for Australian Sprintcar Championship®.
- (ii) SCCA Australian Title Tenders

An authorised representative of the venue tendering for the Open and/or Pro Sprint Australian Titles must attend the conference with their submission to be accepted and must sign letter of intent at that SCCA Annual Conference if successful in being awarded a SCCA Australian Title event. Any Venue operator tendering for an Australian Title event that does not attend the conference will not have the tender accepted and is ineligible for that event. Final contract shall be signed within seven (7) days of the annual conference.

(iii) Once a National Sprintcar Title event has been awarded

any change that may be requested after signing off, must be sent back to the state Member clubs for voting on and approval.

- (d) When a State/ Territory is awarded the running of a Australian Sprintcar Championship in their State/ Territory that the organising member club may be able to claim limited costs subject to distances and location for the attending officials if used and the equipment required to be used at the event: i.e. scales & rescue equipment and the use of any pit box etc.
- (e) Video equipment with instant recall facility mandatory at Championship venue.
- (f) There will not be any other major meeting permitted to be run on the same dates as the Australian 410 Sprintcar Championship®.
- (g) Only Australian Residents/Citizens are eligible* to compete in the Australian Sprintcar Championship® who hold a current SCCA licence and who have competed in a minimum of five meetings in the 12 months prior with a minimum of three meetings in the current season prior to the event. And that the Club Chief Steward deems them to be of a standard eligible to compete in the Australian Sprintcar Championship®. *Final eligibility to be determined by the SCCA Executive.
- (h) Nomination fee for Australian Sprintcar Championships® will be as per the nomination form. The Australian Sprintcar Championship nomination fees received will be used to top up A-Main and B-Main prize money – to be allocated evenly over the A and B Mains. This change will come into effect from the 2021 title.
- (i) If a driver or car owner nominates to attend the Australian Sprintcar Championship® and knowingly fails to fulfil his commitment and does not advise the SCCA Inc. Secretary so that a replacement sprintcar can be sent, he/she will be liable to a fine of \$250 by the SCCA Inc.
- (j) Council to appoint and pay travelling expenses, if required, for up to four (4) required officials to the Australian Sprintcar Championship®. Lap scorers (2), if required, will be appointed. Any SCCA or official assisting with the conduct of the Australian Title Events (Pro Sprint & Open) must be an active official on a regular basis with a State or Territory member club of the SCCA.
- (k) All cars entered in the Australian Sprintcar Championship® will be checked for roll cage and chassis wall thickness (w.t.) before any racing commences, using ultrasonic test equipment.

(l) Engines of the top four place getters will be measured that do not have an authorised SCCA seal attached. Other cars will be measured at the discretion of the chief steward.

(m) 2 night format for Australian Sprintcar Championship®. Drivers to be seeded into groups.
The Seeding panel to be 3 or 4 people, including SCCA executive members and at least one person from the host state. Drivers are to be ranked into four levels. Level 1, level 2, level 3 and level 4.

(n) Rainout Contingencies:

(i) Rainout Policy – Prize and Tow Money:
In the event of rain, electrical defect or any reason beyond the Promoters control causing cancellation, postponement or abandonment of the meeting, the following pro rata will apply (as per SCHEDULE included contract):

- (i) Cancellation prior to first round of heats, no payment of monies will be made at all.
- (ii) Cancellation after one round of heats has been completed 25% of prize monies and 100% of tow money will be paid.
- (iii) Cancellation before feature race and all cars have raced at least twice, 50% of prize monies and 100% tow money will be paid.
- (iv) A-Main feature has started – 100% of all monies
- (v) Australian Champion fee will be payable once Round 1 heats have commenced

(ii) One Day Format:
The One Day format in the event Night one is cancelled prior to racing shall be the same as the Night One format except the preliminary mains will be substituted by the actual Mains (eg. Mains as per night 2 schedule).
That is: Hot Laps, Time Trials, 2 x Rounds Heats, E, D, C, B, A Mains as required.

(iii) In the event of rain, electrical defect or any other reason beyond the Promoters control causing cancellation of both Preliminary Features, no change shall be made to the Night two format.

Night One

Time trials in groups, 2 rounds of heats, Preliminary B and Preliminary A-Mains.

Hot Laps

Hot Laps prior to Time Trials. Maximum of 8 cars per nominated hot laps session (Laps subject to track conditions).

Time Trials

Drivers seeded into heats.

Time Trial order draw, 2 laps by a maximum of 2 cars at a time.

Once the heats are seeded a random draw for the heats is to be conducted at the drivers briefing.

Maximum 12 cars per Heat / Time Trial group. **Note: You Time Trial against the drivers in your heat.**

EXAMPLE DRAW: Draw for group order first, then one draw for position order.

DRAW ORDER	EG. 4		EG. 2		EG. 3		EG. 1	
	Group 1		Group 2		Group 3		Group 4	
EG. 6	Driver Seed 1	24	Driver Seed 1	12	Driver Seed 1	18	Driver Seed 1	6
EG. 3	Driver Seed 2	21	Driver Seed 2	9	Driver Seed 2	15	Driver Seed 2	3
EG. 2	Driver Seed 3	20	Driver Seed 3	8	Driver Seed 3	14	Driver Seed 3	2
EG. 1	Driver Seed 4	19	Driver Seed 4	7	Driver Seed 4	13	Driver Seed 4	1
EG. 4	Driver Seed 5	22	Driver Seed 5	10	Driver Seed 5	16	Driver Seed 5	4
EG. 5	Driver Seed 6	23	Driver Seed 6	11	Driver Seed 6	17	Driver Seed 6	5

Heat Laps = 8,10 or 12 laps (depending on car count , closest to max number of cars in one heat plus 2)

Time Trials & Heat Points

22, 19, 17, 15, 13, 11, 9, 7, 5, 4, 3, 2. DNF to score zero points.

First round of heats:

Time trial group 1 will then form Heat race 1, time trial group 2, heat 2 etc, with an 8 or 10 car inversion subject to number of cars per heat .

Second round of heats:

Stay in same heat group, with fastest time from heat trials to the front (heads up).

Tied Points:

Tied points will be separated by a merge of the time trials

Preliminary Main Points:

Point allocation to be the equivalent to the number of starting car as per the supp-reg.

Preliminary B Main

Number of cars as per supp-reg, 15 Laps , First 4 to transfer too

Preliminary A Main.

Preliminary A Main

Number of cars to be as per supp-reg, 25 Laps, Point Scorers 1 through to the number of cars as per supp-reg, plus first 4 from Preliminary B Main

supp-reg, plus first 4 from Preliminary B Main.

Night Two

Maximum of top 72 cars in points to contest Night 2. Third round of heats:

Final round of heats with a 6 car inversion from night one total points. Heats to be snaked eg: Based on 72 cars.

Heat 1		Heat 2		Heat 3		Heat 4		Heat 5		Heat 6	
36	25	35	26	34	27	33	28	32	29	31	30
24	13	23	14	22	15	21	16	20	17	19	18
12	1	11	2	10	3	9	4	8	5	7	6
37	48	38	47	39	46	40	45	41	44	42	43
49	60	50	59	51	58	52	57	53	56	54	55
61	72	62	71	63	70	64	69	65	68	66	67

Feature Races

For all main Events, the number of cars is up to Track density as per the supp-reg

E Main - 10 laps - first 2 transfer to D

D Main - 12 laps - first 2 transfer to C

C Main - 15 laps - first 4 transfer to B

B Main - 20 laps - first 4 transfer to A

A Main Championship® - 40 laps

A Main only - Up to 2 reserve drivers may join the field if one racing lap has not completed and there is a complete restart.

Prize money to be included on nomination form.

- (o) The field will be limited to the sprintcars that qualify plus the defending Championship® holder if he/she doesn't qualify with a maximum of 24 cars.
- (p) After the feature field is decided the 5th and 6th place getters from the B Feature will be reserves if required in a complete re-run.
- (q) Race distance will be 40 laps.
- (r) Australian Sprintcar Championship prize money to be as per negotiated and agreed in the contract.
- (s) Qualification for tow money, is by the Residential Address of the car owner (Proof of residence must be supplied with

nomination) Tasmania water money to attend the Australian Title to be a maximum of \$2500 total and to be divided equally to all Tasmanian cars attending to a maximum of \$750/car. Tow Money is calculated from the nearest capital city of state of residence to the Title Venue.

(t) Australian Title 3 Night Format (Three Night Format Only)

Based on using existing SCCA Australian Title points for heats and Preliminary mains of a two night format

Drivers Seeded into Heat Group Time Trials (12 car per group, subject to nominations received this can be amended to go out to 14 cars if required) this can accommodate up to 56 cars for four heat races, x 2 on the their qualifying night.

Drivers to be seed by an elected seeding panel of 4 persons, 1 person to be from the SCCA executive and three other from three different states. Drivers to be seeded into four groups. Panel to be elected at conference.

Level 1, level 2, level 3 and level 4. (Keep in mind some drivers can qualify well but not race so well)

Format for each qualifying night, 4 Seeded Heats /Time Trials groups. (Time Trial groups to carry the same points as a heat races)

Night One

Groups that time trial 1st & 2nd will go into heat race 1 and 2 with an 8, 10, or 12 inversion subject to car count and

then for their next heats 5 , 6 with an inversion (as per the first heats) and swap rows.

Groups that time trial in 3rd & 4th will go into heat race 3 and 4 with a 8, 10, or 12 inversion subject to car count As per Heat 1 & 2 and then for their next heats 7 , 8 with an inversion (as per the first heats) and swap rows.

Tied points will be separated by a merge of the time trials Preliminary A & B Mains (18 cars only in each)

Top 14 on points go to A Main. (25 laps) 15th thru to 32 to B Main – (20 Laps) 4 to transfer to A Main.

Main points apply as per Preliminary main points in Rule book - all cars not transferring to receive 9 points plus all non-qualifiers to receive 9 points.

(Remember the Drivers in the B main are racing for a transfer spot and prize money)

At the end of the night all points merge to seed heats 1,2,3,4 for final night.

Top 40 QUALIFERS go to night three.

Night Two

As per night one

At the end of the night all points merge to seed heats 5,6,7,8 for final night.

HEAT POINTS - All heat points to be as per normal SCCA Australian Title heat points, any more than 12 cars in a heat will receive last place points. e.g. 22, 19, 17, 15, 13, 11, 9, 7, 5, 4, 3, 2, (13th 2 points, 14th 2 points)

Preliminary Mains A & B points as per normal SCCA Australian Title preliminary main points.

18 Car field: 18, 17.5, 17, 16.5, 16, 15.5 down to 9.5 for 18th place. B Main all cars not transferring to receive 9 points plus all non qualifiers to receive 9 points.

Top 40 QUALIFERS go to night three.

Night Three

One round of heats each.

Night one drivers to run in heats 1, 2, 3, 4 with a six inversion from night one total points.

Night two drivers to run in heats 5, 6, 7, 8 with a six inversion from night two total points.

Top eight drivers on points from NIGHT ONE and night three heats 1, 2, 3 & 4 go direct to A Main in either odds or even rows.

Top eight drivers on points from NIGHT TWO and night three heats 5, 6, 7 & 8 go direct to A Main in either odds or even rows.

A Main Line Up – Title Race

The highest points qualifier will choose odds or evens line up for title with driver from his night to follow. If two drivers have even points the driver with the best time trial time of their qualifying night will choose.

B Main Line Up -

Drivers 9th to 15th on points from NIGHT ONE and night three heats 1, 2, 3 & 4 go direct to B Main in either odds or even rows.

Drivers 9th to 15th on points from NIGHT TWO and night three heats 5,6, 7 & 8 go to direct to B Main in either odds or even rows.

B Main line up -The highest points qualifier will choose odds or evens line up for B Main with drivers from his night to follow. If two drivers have even points the driver with the best time trial

SECTION F

AUSTRALIAN 360-LS SPRINTCAR CHAMPIONSHIP®

10. Australian 360-LS Sprintcar Championship®

This rule to be read in conjunction with Section E Australian 360-LS Sprintcar Championship® with the following exceptions:

- (a) The Australian 360-LS Sprintcar Championship® will be on a tender basis amongst States/Territories that actively promote 360-LS Sprintcar racing.
State/Territory for next 360-LS Championship® to be allocated at least 12 months prior to Championship.
Expressions of interest to be sought 2 years in advance.
- (b) and (c) do not apply.
- (c) Additionally:
To compete in a 360-LS Sprintcar Championship®;
 - (i) A driver must compete in a minimum of five SCCA 410 or 360-LS Sprintcar events in the 12 months prior
- (d) with a minimum of three meetings in the current sesaon before the event.
- (d) Additionally: The heads will also be inspected to ensure compliance to the current SCCA Inc. 360-LS Sprintcar specifications. The inspection may require the removal of head/s from the engine.
- (e) Australian 360-LS Sprintcar Championship prize and tow money will be \$25,000 minimum.
- (f) There will not be any other major meeting permitted to be run on the same dates as the Australian 360-LS Sprintcar Championship® within the same state and/or a 500km radius.

AWSR

AUSTRALIAN WINGLESS SPRINT RACING INC

2026

AUSTRALIAN

Championship

PERTH

Motorplex

KWINANA BEACH AUSTRALIA

APRIL 17 & 18



Tyson
MARTIN^(SA)
CURRENT AUSTRALIAN CHAMPION

2025-26 SEASON AWSR EXECUTIVE COMMITTEE

PRESIDENT
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SECRETARY
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TREASURER
REBECCA HILL
0421 446 589

NATIONAL TECH REP
SEAN FITZPATRICK
0402 256 356



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SECTION G

AUSTRALIAN WINGLESS SPRINT RACING INC.

11. SUPPLEMENTARY RULES

It is the intention of the Wingless Sprint rules to allow competitors to race a standard engine from a road going vehicle as per rule 11.1(a) and be competitive. These rules are intended to allow freshening of a standard engine only. If a specification is not outlined in the rule book the OEM service manual must be used as a reference point, core engine including cylinder heads and castings must remain standard as per OEM unless stated in current rulebook. Manufacturing tolerances must be taken into consideration when comparing to OEM specifications.

Australian Wingless Sprints class must meet all relevant SCCA Inc. regulations as listed in this rulebook. (Unless they are in conflict with these supplementary rules), plus meet any additional Australian Wingless Sprints supplementary rules.

IF IT'S NOT IN THE RULE BOOK IT'S NOT ALLOWED.

If you have questions about a rule, please feel free to consult the AWSR technical representative for clarification.

11.1 ENGINE

For approved component part numbers refer to approved parts list at back of book and the AWSR website. Any part numbers not on the approved list are to be referred to the National Technical Committee.

- (a) Engine must be a standard 3800cc V6 as used in the Holden Commodore and Toyota Lexen VN series II, VP or VR pre-Ecotec.
- (b) VN series I and Ecotec engines are not permitted.
- (c) Harmonic Balancers must remain standard and cannot be modified at all.
- (d) External modifications, which do not in any way affect performance gain, are allowed. Example: Aftermarket rocker covers, external filters. Including Non-Tech items as per rule 11.4.

(e) No modifications to OEM or aftermarket engine components unless permitted by AWSR rules or OEM manual.

Refer to Diagram Below



11.2 COMPRESSION RATIO

- (a) Compression ratio must be checked before racing as measured by use of Katech Inc. whistler compression checking device. If any cylinder records a reading above 9.5 with the below tolerances included, the engine is deemed to have failed the compression ratio test.
- (b) For Katech 100A and Katech 100E machines the following tolerances must be allowed:
 - Machines with a 0-20 SCFH gauge must have a 0.1 tolerance allowed.
 - Machines with a 0-50 SCFH gauge must have a 0.2 tolerance allowed.
- (c) Katech machine with part number KAT-A0250-G must have a 0.05 tolerance allowed.
- (d) All other models must have the manufactures tolerance applied when testing.
- (e) Testing must be completed with the machine CID setting at 238 unless the car owner declares a smaller piston size/CID. All whistle tests must be recorded in the whistler logbook kept by AWSR and a copy of the test result paperwork must be carried in the logbook at all times.
- (f) False declaration of piston size/CID may result in penalties being applied.
- (g) Retesting of previously whistle tested motors is not required.

11.3 CYLINDER HEADS

- (a) Must be genuine, as per GMH factory original equipment manufactured (OEM) for series 2 VN, through to VR.
- (b) Cylinder head Machining and Checked Specifications.

This document Terminology is stated with the cylinder head up-side down on the work bench. Eg: when referring to the top edge of the valve seat, it is the widest side of the seat, on the combustion chamber side of the seat, not the throat side of the seat.

(i) Mating Surfaces

The mating surfaces of the cylinder head may be resurfaced by parallel machining only. Angle grinding or angle milling of cylinder heads is not permitted.

(ii) Inlet Seats

The maximum inlet seat diameter, measured at the top edge of the valve seat, must not be more than 1.705" (43.307mm), and must have a minimum seat width of no less than 1mm. There is a Maximum inlet valve size of 1.709" (43.409mm).

(iii) Exhaust Seats

The maximum exhaust seat diameter, measured at the top edge of the valve seat, must not be more than 1.488" (37.795mm), and must have a minimum seat width of no less than 1mm. There is a Maximum exhaust valve size of 1.490" (37.846mm).

(iv) Valve Heads and Stems

The minimum valve stem diameter is 0.340" (8.636mm) at the "un-worn portion" of the stem. Narrowing stems and undercutting stems is prohibited, and stems must remain parallel and not reduce in diameter at any point along its length. Oversize stems for reconditioning purposes is allowed, save that inlet and exhaust valve guide centres must remain within 0.010" of OEM dimension of 1.655" (42.037mm), and remain parallel to each other and remain at 90 degrees to the horizontal plane. Inlet and exhaust valve heads must remain flat on the combustion chamber side. No anti reversion cuts or dishes are allowed to be machined or manufactured into the valves.

(v) Valve Type Specifics

One back cut angle can be used to narrow the valve face. Thus, the valve must have no more than 2 angles, being the 45 degree valve seat, and one lesser angle joining the radius to the seat.

Recommended valves are Genuine Holden replacement from a Holden dealer, or EVL or identically similar, available from

Precision International.

EVL Inlet Valve - part #IN3010 (1.709" x 4.717" x 0.341").

EVL Exhaust Valve - part # EX3011 (1.488" x 4.717" x 0.0341")

Custom made valves are prohibited. Swirl polishing is prohibited.

(vi) Inlet Chamber Wall

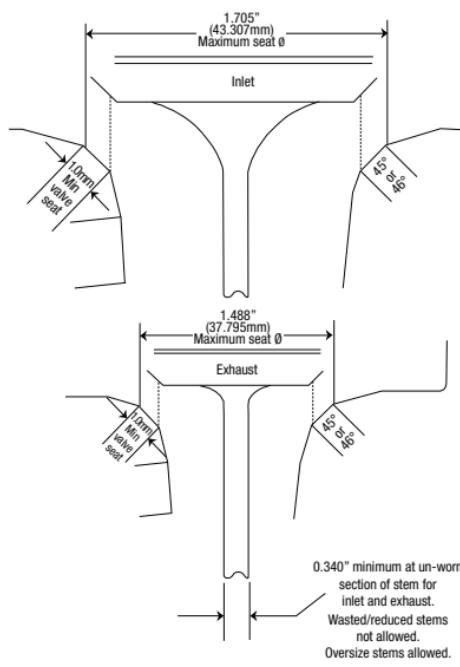
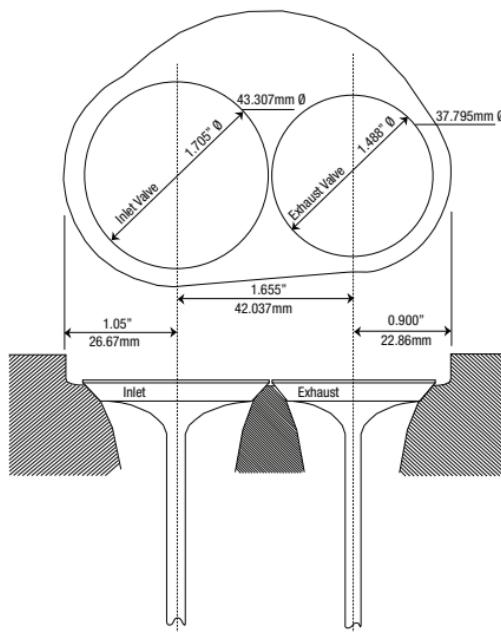
The recommended radius from inlet valve centre to combustion chamber wall must be no greater than 1.05" (26.67mm). This may be checked with a 2.10" valve with 11/32 stem, and have zero clearance to chamber wall. The AWSR has a special tool which checks this dimension. Clearance in this area with the AWSR tool, of more than 0.015" (0.3mm) is not permitted.

(vii) Exhaust Chamber Wall

The recommended radius from exhaust valve centre to combustion chamber wall must be no greater than 0.900" (22.86mm). This may be checked with a 1.80" valve with 11/32 stem, and have zero clearance to chamber wall. The AWSR has a special tool which checks this dimension. Clearance in this area with the AWSR tool, of more than 0.015" (0.3mm) is not permitted.

(viii) Throats

The widest section of the valve throat in the valve job machining process must be at the bottom edge of the valve seat, with the steepest allowable angle below the seat to be no greater than 80 degrees in the inlet throat, and 78 degrees in the exhaust throat. Thus, vertical throating and venturi profiles are prohibited. A venturi profile would be one which creates a throat which gets narrower, then wider again. The machined section of the throat must not get wider at any point. It must continue to get narrower until the cast or OEM section of the throat widens from the factory. The 78 and 80 degree angles will be judged by the AWSR sectioned angle tools. The 78 and 80 degree OEM angles can generally also be easily identified by eye, with the common factory "chatter marks" visible. The AWSR tool may sit at various heights depending on each individual cylinder head and valve seat diameter, but the angles of 78 degrees in the exhaust throat, and 80 degrees in the inlet throat must not be exceeded. The valve throat begins at the bottom edge of the valve seat, and ends at the surface of the valve guide boss. If in doubt it is recommended to take the heads to a machine shop who have the tooling to determine the throat angles before the heads are used.



(ix) **I**Maximum Valve Seat Height

Maximum valve seat height is measured from the throat side of the valve guide boss using an accurate depth gauge. The height is measured from the guide boss to the bottom edge of the valve seat (with the bottom edge being the valve face and bottom cut junction), and must not exceed 34.5mm on the inlet seat, and 33.5mm on the exhaust seat. Maximum seat height is the same for inserted and non-inserted heads. There is no minimum valve seat height.

(x) **I**Checking Dimensions

The valve guide boss height on the throat side will be 53.5mm, $\pm 1\text{mm}$, measured from the rocker cover gasket surface, which is the factory datum reference point for all OEM valve seat machining, and all measurements can be referenced to this datum height accurately.

The simplest way to measure this dimension is with a depth gauge or vernier calliper down through the valve guide, with the cylinder head upside down on an accurate flat surface, such as a lathe bed, Mill, granite surface table, or a cast iron cylinder block deck surface. Any true, clean, flat surface can be used with a good degree of accuracy. If in doubt, check the surface with a straight edge before placing the cylinder head on it for measurement of the valve guide boss heights.





(xi) **Valve Guide Spacing**

Valve guide centres will be checked by measuring each pair of valve stems (inlet and exhaust of each cylinder) from the outside edge to the outside edge in two places along their length above the valve guide on the spring side of the cylinder head, with the valves on their seats. You will need a dimension of $1.995" + - 0.005"$ for standard stem diameters.

The valve guides must be parallel.

SUMMARY

In all cases, it is highly recommended to keep the 45 valve seat contacting the valve face in the centre of the face, with slight margin of non-contact on each side of the contact area. The maximum seat diameter is there to cater for badly worn or pocketed "wrecker heads", which may have a seat diameter close to the maximum diameter, caused from excessive wear. The suggested method for worn heads with excessively wide seats is to take a very light cut on the 45 degree valve seat, then narrow the seat if required using a 30 or 35 degree top cut, and a 60 or 70 degree bottom cut, without exceeding any of the following dimensions.

- The valve seats must not be narrower than 1mm.
- There is no maximum seat width, but recommended

to stay narrower than valve face.

- Maximum intake seat diameter 1.705" (43.307mm)
- Maximum exhaust seat diameter 1.488" (37.795mm)
- Maximum intake valve diameter 1.709" (43.409mm)
- Maximum exhaust valve diameter 1.490" (37.846mm)
- Exhaust and Inlet valve seat inserts may be fitted, as long as seat heights, seat diameters and seat job profiles are consistent and conform with the dimensions for non-seated heads.
- Fitting smaller than OEM valves is prohibited.
- Venturi cutting is strictly prohibited. (eg, by use of newen cnc machine or single point variable diameter cutter).
- The throats, guides, and ports must remain "untouched" from the bottom edge of the valve job profile to the manifold faces.
- The steepest valve seat profile angle must be no greater than 80 degrees on the inlet, and 78 degrees on the exhaust.
- De-shrouding is prohibited.
- Valve guides must remain parallel, and 90 degrees to the valve cover gasket surface in both left and right, and forward and aft planes, and have a centre distance of 1.655" + - 0.055" (42.037mm + - 0.127mm).
- Valve stems must not be smaller than 0.340" diameter.
- The current AWSR cylinder head checking tools will be used for checking de-shrouding, and angle- milling of heads.

(c) No VN series I, Ecotec or aftermarket heads permitted.

(d) Valve springs may be replaced with aftermarket springs that comply to the same physical appearance and outside diameter as the OEM springs, as per the approved engine part listing.

(e) No double valve springs or dampeners allowed.

- (f) Shims may be used under the valve springs to obtain uniform seat pressure. No machining of spring seat or guide boss to allow fitment of shims.
- (g) VR rocker assemblies may be used on VNVP cylinder heads. The following methods may be used to affect this interchange.
 - (i) Down-sizing of the threads of the early model heads from $\frac{3}{8}$ " to $\frac{5}{16}$ " using a helicoil type thread repair method or similar. Resizing must remain in the original OEM position.
 - (ii) Opening the late model rocker pivot from the original $\frac{5}{16}$ " to $\frac{3}{8}$ " to accept the early model size mounting bolts.
- (h) Push rods must be OEM standard length 202.3mm (7.9645"). Pushrods must be constructed of steel or chromoly only.
 - (i) Only Shimming of Rocker Gear to maintain correct lifter preload, as per recommended bulletin by Crane Cams, is allowed. No other form of valve lash adjustment allowed.

11.4 NON TECH ITEMS

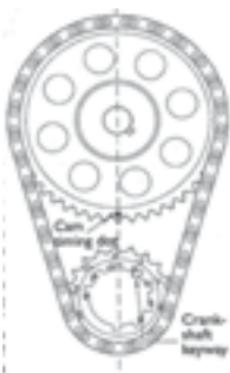
- (a) Engine Fasteners other than NO titanium allowed in the engine.
- (b) Gaskets
- (c) Alternator
- (d) Power Steering Pump
- (e) Air Cleaner
- (f) Sump
- (g) Rocker covers
- (h) Power steering and water pump, although non tech, must be belt driven. No electric driven water or power steer pumps allowed. Pulleys are non tech and may be changed to oversized.
 - (i) Extractors, headers and mufflers although non tech should not exceed 95 db.
 - (j) Radiator and cooling system including pipes and hoses, but welsh plugs must remain standard (not modified) i.e. No external water fittings from welsh plugs.

11.5 BORE AND STROKE

- (a) Stroke must remain standard 86.3mm (3.397")
- (b) Bore standard nominal size is 96.52mm (3.800"). Maximum overbore of 1.50mm (0.060") allowed.
- (c) Pistons may be replaced as per approved parts list. Pistons cannot be coated. Pistons must remain standard. Pistons may be balanced as per rule Balance 11.8(c).

11.6 CAMSHAFT

- (a) Camshaft may be replaced with a standard aftermarket or redressed/reground camshaft that meets standard camshaft grind and timing specifications. AWSR can supply source of new replacement camshaft.
Refer to approved parts list
- (b) Camshaft or crankshaft keys or keyways may not be modified in any form at all. Aftermarket timing chains and gears may be used. Cam timing must be set to zero mark as per the fitting instructions when using adjustable chain/gear sets. Single row chains and gear sets only. Any engine found with the timing marks not aligned dot to dot or zero will constitute an immediate 12 month suspension.
- (c) Cam bearings may be secured by drilling the block to pin the bearing.
- (d) Line boring of the camshaft journals permitted for reclaiming blocks that camshaft bearings have moved or spun causing damage to the camshaft bearing journal. Outside diameter oversized camshaft bearing may be fitted but the camshaft bearing internal diameter must remain stock.



11.7 INLET MANIFOLD AND ACCESSORIES

- (a) Throttle body must remain standard but may be repositioned on the manifold, internal dimension is 60mm max. The throttle body may stay in the original OEM position but if in the original position all original mounting housings unaltered must be used including the plastic spacer.
- (b) Inlet manifold must remain STD except for the following modifications:
- (c) Throttle body mount may be repositioned on top of the manifold by welding maximum 3" OD and minimum of 2.5" ID parallel aluminium tube in the centre of the top of the manifold without any major modifications, clean-up of the underside of the tube to the internal profile of the inlet manifold only. If the throttle body is repositioned as above the throttle body must be straight up and down and not facing forward. The throttle body mounting flange must be no higher than 60mm above the upper surface of the manifold to the top of the flange, no additional venturies or inserts may be fitted below the butterfly. The rear opening of the manifold may be closed off by bolting or welding a plate over the opening. The manifold must be mounted in the original OEM forward facing position and direction.
- (d) PCV Valve or passage must be blocked off and the return to the throttle body from the inlet manifold may be vented to the atmosphere. Additional natural crankcase ventilation via tappet covers allowed, no vent pumps, etc. allowed.
- (e) Water jackets maybe drilled and tapped to allow fitment of additional cooling outlets and fitment of water temperature sensors. Including left rear of manifold.

- (f) Inlet manifold may be EXTERNALLY coated or machined for aesthetic purposes only.
- (g) No internal modifications allowed
- (h) Throttle Linkage must be fitted with 2 independent return springs one on the butterfly and one directly on the foot pedal. The OEM return spring fitted to the butterfly shaft is counted as one spring.
- (i) A half stirrup toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.

11.8 BALANCE

- (a) Engine may be balanced as per OEM i.e. EXTERNAL BALANCE
- (b) No "knife edging" of crankshaft and no major modifications to con rod balance pads, no counter weights or balance shafts to be removed or disabled.
- (c) As a minimum, one of the respective parts being balanced must remain standard and have no material removed.

11.9 SUMPS

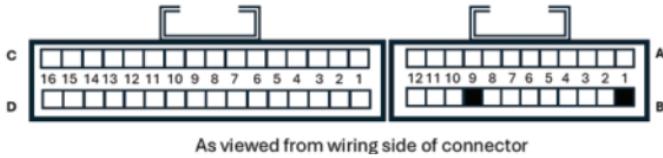
- (a) Engine oil pan and pick up may be modified.
- (b) External pick up line permitted.
- (c) No dry sumps permitted.
- (d) A minimum 25mm inspection plug may be mounted into the oil pan above the oil level and close to the oil filter. (Or owner/ driver must be prepared to remove sump if asked to do so for checking)
- (e) Removal of the lump on the centre of the rear main cap is allowed for the fitment of aftermarket sumps.

11.10 ENGINE MANAGEMENT

- (a) Standard VN,VP or VR OEM Electronic Control Module must be used,
- (b) Fitted with a standard or aftermarket MEMCAL that must be standard dimensions and use all pins.
- (c) Maximum rev limit up to 6000 rpm. Checked with AWSR rev checker.
- (d) Sequential Fuel Injection not permitted.
- (e) Memcals. "programmable on the fly" MEMCALS, MEMCALS that can be reprogrammed by the driver whilst

racing or multiple rev limit MEMCALs are not allowed and must not be used. Penalties will apply as per SCCA rulebook.

- (f) Idle speed control valve must be disconnected, by unplugging the connector. Idle speed control valve must remain complete and in its OEM position.
- (g) 1 each of the following sensors must be fitted, operate standard to OEM specs, plugged in and operational: engine coolant temperature, manifold air temperature, manifold air pressure, throttle position sensor, crankshaft position sensor.
- (h) Wiring bridges, resistors, diodes or other electronics may not be added anywhere within the engine management wiring harness or added or modified inside the ECU away from OEM specs.
- (i) Wiring between the Direct Fire Ignition module and the ECU must be connected and operational per standard OEM.
- (j) 2 fuel pump relays may be used, they must be mounted side by side and wired in parallel.
- (k) For the VN/VP ECU ONLY (small computer) pin B9 must be removed from the harness connector and not be used for any purpose. (See diagram)
- (l) For the VR ECU ONLY (large computer) pin B1 must be removed from the harness connector and not be used for any purpose. (See diagram)



As viewed from wiring side of connector

11.11 DATA LOGGING

- (a) Only dedicated, non downloadable, engine RPM measuring devices allowed.
- (b) Multi-channel data logging devices not allowed.
- (c) AWSR Inc. can mount testing devices onto cars during events to monitor engine revolutions with respect to the prescribed rule(s) and maximum RPM limits.

11.12 IGNITION SYSTEM

- (a) Direct fire ignition module and coil pack must be used.
- (b) After Market Brands permitted.

11.13 ELECTRICAL

- (a) Battery location in the car is optional and can be placed under the seat.
- (b) All batteries must be sealed no wet cell batteries allowed.
- (c) Battery mounts must be welded, bolted or clamped, if clamped, a minimum of 3 substantial clamps must be used (with a minimum 1 each side/end); no worm drive hose clamps are to be used as the primary attachment method.
- (d) All cars must have a cover over the battery that will prevent shorting of terminals on any metal work.
- (e) All cars must be capable of starting by a starter motor permanently fixed.
- (f) All hard wired transponders are to be fitted with a low amperage fuse. The fuse must be rearward of the radiator.
- (g) The only ON/OFF rocker/toggle switches permitted in the cabin area and within the drivers reach while seated are; ignition/power, electric fan, gauge lights and starter button. No other switches permitted.
- (h) The alternator positive terminal and lug must be insulated with a rubber boot or similar. Tape is not suitable.

11.14 INJECTORS AND FUEL RAIL

- (a) Fuel injectors may be modified to suit methanol.
- (b) After market fuel injectors are allowed provided there is no additions or modifications to the engine management system, all injectors must accept OEM plug. No injector wiring harness adaptors allowed.
- (c) OEM fuel rail and injector retaining clips must be fitted. AN6 (dash 6) fitting must be fitted to the inlet side of the fuel rail by the standard method (bolted).
- (d) The pressure regulator is not to be modified in anyway. The Vacuum line maybe disconnected.
- (e) Maximum fuel pressure to be 400kpa tested between the fuel pump and the inlet fuel rail with the injector wiring removed and AWSR rev checker connected.
- (f) No Mechanical forced induction or carburetors permitted.
- (g) The transfer pipe of the fuel rail must be insulated, wrapping

with any tape is not permitted. Recommend completely covering with fuel hose or similar.

11.15 FUEL PUMP AND LINES

- (a) Electric fuel pump must be used and must be controlled by the factory ECU through a relay. The fuel pump may run for a maximum of 10 seconds when the ignition is activated before the engine is cranked. The fuel pump must immediately stop when the engine is shut down either by ignition switched off or the engine forced to stall. Single fuel pump only to be used.
- (b) Fuel pump must be mounted securely and forward of engine plate and in the engine bay.
- (c) Fuel return line must be fitted to the standard OEM fuel pressure regulator and return back to the fuel tank with no restriction. Filters, canisters or any other items not allowed except for bulk heads which must not be used as a restrictor. Flexible hosing must be used and restrained with no loops or loose sections of hose within the drivers compartment. Hose clamps not permitted to secure hosing to chassis or other bracketry.
- (d) Fuel taps - Refer to Rule 8.13 Fuel System (iii).

11.16 FUEL CELL/TANK

Refer to Rule 8.13 Fuel System

11.17 WEIGHT

- (a) For Australian Wingless Sprint Class, minimum 659kg. (1450 lbs) with driver as raced.
- (b) Ballast is permitted as per SCCA open Sprintcar rules.

11.18 TRACK

The front track of all cars shall be 1700 mm maximum (From centre tyre to centre tyre).that can be reprogrammed by the driver whilst

11.19 ADDITIONAL CHASSIS BARWORK

Head Protection Bars (HPB):

**All new cars are to be fitted with 'T' or 'H' style
HPB only.**

- (a) Head Protection Bars (HPB) are mandatory, and all HPB's must be professionally welded or clamped to the top of the chassis roll cage or form part of a continuously formed tube (1 1/4" OD x 0.095" W.T.). If a halo is fitted it must be welded or clamped to the halo.

- (b) Clamp on HPB's must use minimum grade 5 bolts. Minimum bolt size 5/16" x 2 bolts per clamping point. Clamps must be approved type only.
- (c) 'T' or 'H' style HPB must be professionally welded or clamped to the rear roll cage on the first straight piece of tube across the rear of the roll cage or halo if fitted. Minimum tube size for 'T' or 'H' style HPB to be 1 1/4"OD x 0.083" W.T. Where the HPB consists of a continuously formed tube, it must be welded to both sides of the chassis and extend to the rear roll cage support bar (1 1/4"OD x 0.095" W.T.) with no additional bends. It must be attached no higher than the middle of this bar and have two support braces mounted either side (1.5"OD x 0.095" W.T.).
- (d) Deleted July 2022.
- (e) The driver must be able to exit through the roof of the car with all of their safety gear fitted.
- (f) All HPB's must be Chrome molly Steel tubing.
- (g) HPB's must offer protection of a min 130mm from the rear of the roll cage
- (h) HPB's must be curved upwardly to give added strength.
- (i) HPB's must pick up 3 spots min on the top of the roll cage or halo if fitted.
- (j) The clearance between the topside of the roll cage or halo if fitted and the top of the driver's helmet when fitted correctly and correctly seat belted into the seat, not including the HPB (and no roll cage padding) is a min of 55mm.
- (k) AWSR only, Halo's when fitted to roll cage as per SCCA Rule, Halo spacers maximum length 100mm (4"). Any spacers over 50mm (2") in length, that extra distance MUST be added to the minimum head height amount of 55mm. (eg. – spacer 50mm (2") = 55mm minimum head height, spacer 75mm (3") = 80mm minimum head height & spacer 100mm (4") = 105mm minimum head height).

Chassis Support Bars (Gravel Bars):

Refer to Rule 8.4 (Sprintcar Rule)

11.20 NUMBERS

- (a) All cars to have a number fitted on the nose cone / bonnet, Numbers must be a minimum of 200mm high. State Prefix must be a minimum of 75mm in height.
- (b) All cars must have visible prefix according to car registration State, Northern Territory cars to have a NT prefix.
- (c) A fuel tank must have number and prefix fitted to both sides

of the tank. Numbers to be a minimum of 350mm high and prefix to be a minimum of 75mm high.

- (d) State Title holder may use number 1 with State prefix of the state title was won in, regardless of drivers' registered home state. This includes at other States' titles and Australian Championship events.
- (e) If at least 80% of registration numbers of AWSR state member clubs have been assigned to an active registration, state member clubs may activate an additional prefix to accompany their state prefix.

AWSR State member clubs will use 'X' as the additional prefix.

Example: Victoria would use 'VX'

11.21 BRAKES

- (a) Refer to Rule 8.10 BRAKES.
- (b) Inboard brakes discs to be no larger in diameter than the side plate of the diff centre. If this cannot be achieved, brake disc used is to be commercially available with a maximum diameter of 270mm.

11.22 WINGS

For Australian Wingless Sprints class NO wings or aerofoils permitted.

11.23 TRANSMISSION

Torque Tube Only

- (a) For Australian Wingless Sprints class direct drive only.
- (b) Must be able to disengage drive either (in out) in diff or driveline. Flex plate and ring gear must be forward of the engine plate.
- (c) Aftermarket flex plates allowed.
- (d) Open drivelines not permitted.

11.24 SUSPENSION

- (a) Refer to Rule 8.9.
- (b) All radius rods and fixing/mounting points, including arms, must be locked to a fixed length. Spring rods, spring bars and adjustable fixings/mounts are not allowed. Radius rods and fixings/mounts can not adjust under load.
- (c) If space is limited due to chassis design, a 3mm or larger wire cable may be used with cable clamps to retain the torsion bar into the chassis. Cable must be kept in good condition.
- (d) All cockpit adjustable suspension components not allowed.

11.25 TYRES

- (a) Electronic and mechanical tyre pressure bleeders are allowed. No device activation by the driver or remote control of any type is allowed.
- (b) All onboard tyre inflation devices are not allowed.
- (c) Left and Right front tyre compound is open. Make must be a Hoosier, American Racer or DirtXInd.
- (d) Left hand rear tyre compound is open. Make must be a Hoosier, American Racer or DirtXInd.
- (e) Right Rear tyre compound markings must be visible.
- (f) Except for (h) Right Rear tyre must only be the following:
Hoosier: HTAU, D15A, RD20, D25, Medium, Medium1, RaceSaver.
Hoosier: 1300, 1350, 1425, 1450, 1600.
American Racer: SD40, SD42, MC2, SD44, MC3, SD48.
DirtXInd: DX140, DX145, DX150.
- (g) State and National titles must use the compounds listed in (f).
- (h) Hoosier D15, WAV and WAV16, American Racer SD38 and DirtXInd Medium may be used at State Member Club events until the end of the 25/26 season in each state. State Member Clubs may prohibit these tyres per event supplementary regulations.
- (i) State Member Clubs may specify above stated tyre compounds within supplementary regulations.
- (j) AWSR reserve the right to add or remove any tyre from competition.

11.26 PRE RACE SCRUTINEERING

- (a) Deleted 2021
- (b) All engines to be whistle tested and sealed by two (2) inlet manifold bolts on each side of the inlet manifold and with two (2) AWSR approved seals and must be pulled tight. All computers to be checked and sealed using AWSR approved seals prior to competing in any Wingless Sprint event. All engines MUST have the following 8 bolt heads drilled to allow engine sealing. Drilled hole to be a minimum 1/8" or 3mm diameter. Bolts that are drilled are to be painted a contrasting colour to make identification easier.
 - Two inlet manifold bolts close together on BOTH the LEFT and RIGHT side of the engine..
 - Rocker Cover mounting bolt to the closest drilled inlet manifold bolt on BOTH the LEFT and RIGHT side of the engine.
 - Two bolt heads close together and accessible on timing cover.
 - Engines to be dual sealed for State Titles.
 - All engines to be dual sealed by April 1st 2026.

- (c) Approved design arm restraints, balaclava, gloves, helmet, race suit, underwear and head / neck safety device are mandatory and must be worn at all times while driving on the course.

11.27 CHECKS

At completion of all State/National titles engine checks will be carried out by approved engine checker within 21 days or as stipulated by authorised/appointed technical officers scrutineers. Car owners and drivers who fail to present their engine(s) to the designated approved AWSR engine checker within 21 days from the event will incur an automatic 9-month suspension. Extensions may be granted under extreme circumstances, state or national titles and state blue ribbon championship events. Drivers must list the specific events they seek permission for. Extension requests must be submitted as written correspondence by the Driver/ Owner and sent to the AWSR secretary within 7 days of the competed event for consideration. AWSR Executives will provide a written response within 72 hours of extension request, outlining conditions, timeframes & requirements that are to be strictly followed. Failure to comply with the condition(s) of the extension will incur an automatic 9 month suspension.

- (a) AWSR registered cars must have an AWSR seal applied to the right hand side of the engine between two drilled inlet manifold bolts. Additionally an AWSR seal is required onto the computer prior to competing in any Wingless Sprint event. Any car found competing without the required seals will be disqualified from the event immediately.
- (b) Engines and rev limits may be checked at any time by race officials or scrutineers.
- (c) The owner/driver or their representative must remove any required components as directed by the scrutineer/ machine examiner or tech committee within one hour of being asked to do so.
- (d) Engines may be checked and sealed prior to and throughout the season by appointed AWSR engine measurers, sealed engines MAY not be required to undertake reinspection of sealed components as long as seal is intact.
- (e) If the engine or rev limit is outside the above specifications the engine will be deemed illegal and the penalties as per open sprintcar will apply.
- (f) At the discretion of the authorised/appointed scrutineer any suspect engines may be sealed and will be required to be presented to a location as directed, within the registered State of the car in question within 21 days or further technical inspection / measuring. Notification will be noted in logbook to be signed by the authorised/ appointed scrutineer/technical officer.

- (g) Infringements for engine rule breaches may be handed out after an event where further technical investigation/measuring is required or following the completion of post-race engines inspections.
- (h) Knee guards: refer to sprintcar rule 8.14(i)(a) BODY.
- (i) **IF IT'S NOT IN THE RULE BOOK IT'S NOT ALLOWED. IF IT DOESN'T SAY YOU CAN'T IT DOESN'T MEAN YOU CAN.**
- (j) Memcals and computers of 1st, 2nd & 3rd at State or National Titles may be required for examination by AWSR approved provider.

11.28 MISCONDUCT

Refer to Rule 7.6

11.29 APPEALS

Refer to Rule 7.5

11.30 LICENCES

Refer to Rule 5.11

11.31 REGISTRATIONS

- (a) Deleted 2021
- (b) Accredited scrutineers who are car owners/drivers or directly associated with race teams must not daylight their own cars.
- (c) 1st and 2nd year new registrations/entrants to the Wingless Sprint division MUST have their cars daylighted by accredited AWSR scrutineers. 3rd year and over consecutive registrations/entrants do not require daylighting of cars, but can request cars to be daylighted. AWSR State Member Clubs can also request 3rd year and over consecutive registrations/entrants to be daylighted if they so desire.
- (d) Carryover registrations
 - (i) Applicable to NEW or existing cars that have not registered in the previous year.
 - (ii) Cars registered after April 1st and before June 30th are eligible for a carryover period for the AWSR registration component ONLY for the following 12 month period. ONLY the SCCA component of the registration fee is payable for the initial registration period (April 1st to June 30th). This MUST be accompanied by an AWSR Summary Sheet to the AWSR Treasurer with money transferred into AWSR bank account. Then from July 1st of the next season, FULL registration MUST be paid via the AWSR website payment portal.

11.32 TIME LINES

- (a) The AWSR core engine as listed in rule 11.1(a) to remain frozen until 30/06/2028.
- (b) An option to extend these engine rules for a further 2 years subject to engine availability.

11.33 CHASSIS AND ROLL CAGE

- (a) Per rule 8.3
- (b) Per rule 8.4
- (c) The engine plate, adaptors, engine block and flexplate or flywheel must be mounted forward of the main front cockpit uprights. The main front cockpit uprights must not be modified from OEM.
- (d) The drivers' right side panel opening must be a minimum 255mm vertical opening at any point and a minimum 530mm horizontal opening at any point. Vertical dimension may be reduced to 205mm with a panel that is removable by hand with no tooling.

SECTION H AUSTRALIAN WINGLESS SPRINT NATIONAL CHAMPIONSHIP

12. AUSTRALIAN WINGLESS SPRINT NATIONAL CHAMPIONSHIP

- (a) Rotation order for Australian Wingless Sprints Championship will be; South Australia, Queensland, Tasmania, New South Wales, Northern Territory, Victoria, Western Australia.
- (b) The AWSR Executive are responsible for sending out Expressions of Interests to all tracks and provide Tender documents to interested tracks in the relevant state where a minimum of 2 races where the AWSR division were programmed in sanctioned events in the season prior.
 - (i) States that have less than 25 registered cars will result in a State member club vote to decide whether adequate car numbers will attend such event and to confirm acceptance of rotation.
 - (ii) Tender submissions to be submitted to AWSR Secretary 30 days prior to AWSR AGM 2 years in advance of Championship proposal. Tender submissions to be discussed at AWSR AGM and signed off by October 1st of that year.
 - (iii) If a written submission is not received compliant with 12(b)(ii), the State will be deemed to have forfeited the

event and the next State will be allowed to submit a proposal. If a State sustains from conducting the AWSR National Championship or does not submit a proposal for the event as per the rotation order, then that State will not be eligible until their turn comes around again. No deviation from the rotation order will be permitted. The AWSR Executive is to send notifications to each member club when and to whom a tender is sent.

- (iv) Once an AWSR National Championship event has been awarded any change that may be requested after signing off, may be sent back to the state Member clubs for voting on and approval.
- (v) Only Australian Residents/Citizens who hold a current SCCA Inc. / AWSR Inc. competitor license and have competed with an AWSR State Club in a minimum of 3 events since the previous AWSR National Championship may be eligible.
- (vi) If a driver/car owner nominates to attend the AWSR National Championship and knowingly fails to fulfil his/hers commitment and does not advise the AWSR Inc. Secretary so that a replacement driver/car can be sent, he/she will forfeit their nomination fee.
- (vii) AWSR executive to appoint and pay travelling expense, if required, for a maximum of (7) seven officials, and (1) one media person.
- (viii) All cars entered in the AWSR National Championship **MUST** meet all current Racing Rules, Regulations and Specifications of current rule book.
- (ix) No Club-points race meetings in any state (host state exempt) 7 days prior to an AWSR National Championship. No racing in any other state on the weekend of the AWSR National Championship.
- (x) AWSR National Championship Event to be run over a minimum of two consecutive nights at the one track, where a practise/hot lapping session will be held prior to preliminary night racing, but separate to any racing events.
- (xi) AWSR National Championship prize and tow money will be set via the event nomination form. Tender amount from tracks is a minimum of \$20,000 GST Inclusive, also free driver entry each night for a 2-night race event program and a minimum of \$24,000 GST Inclusive, also free driver entry each night for a 3-night race event program. All nomination fees to be paid directly to AWSR. No other additional nomination/entry fees permitted from the host track. Gate entry excluded.

- (xii) For events where there are more than eighty (80) cars participate the track will be required to pay AWSR Inc. an additional \$100 per car, (over the eighty (80) cars), as a condition of the event tender.
- (c) AWSR National Championship to run only to AWSR format as accepted by AWSR Inc.

Calcutta:

The Calcutta carries 15 bonus points and are awarded on sign in of the event, the required information will be part of the sub regulation that are set by the AWSR Executive.

Tied Points:

Tied points are split by using drivers' quickest lap time from the heats and qualifying races/events.

Heat/Qualifying Events:

All Heat/Qualifying Events to have a maximum of 12 cars per event. If more than 84 nominations are received a maximum of 14 cars per event may be allowed.

Heat/Qualifying Format:

All cars will contest 3 or 4 heat/qualifying events. Grid draw process will be dependent upon finalised format, negotiated between venue and AWSR Executive in consultation with AWSR SMC's, and be part of the AWSR National Championship supplementary regulations detailed on the event nomination forms.

Heat points:

22, 19, 17, 15, 13, 11, 9, 7, 5, 4, 3, 2, all other finishers 1.

Preliminary A - Feature(s):

In all format variations, the Preliminary A-Feature(s) Event grid positions will be determined by allocating points from the heat rounds and bonus points earned. Preliminary A-Feature(s) is 20 laps. No reserves required.

Preliminary A-Feature Points:

If 21 or more cars are nominated and not all cars contest a preliminary final: 10, 9.5, 9, 8.5, 8, 7.5 down to last place.
or

If all cars contest a preliminary final: 22, 21.5, 21, 20.5, 20, 19.5, 19 down to last place. Non-finishers will receive points in the order they drop out.

Final Night:

Remaining events.

A – Feature:

Qualifying positions determined by race format and/or highest points to pole for qualifying cars as determined by points (from all heats, bonus points and Preliminary A-Feature) plus transferees from B feature(s).

- (i) The field will be limited to the Wingless cars that qualify plus the defending AWSR National Championship holder if he/she doesn't qualify with a minimum of 20 cars or track density.
- (ii) After the feature field is decided the next two place getters from the B Feature(s) will be reserves if required in a complete re-start and before 1 full lap has been recorded.
- (iii) Race distance will be minimum of 35 laps.
- (iv) After the AWSR National Championship A-Feature the top 5 cars will be impounded for weighing, engine checks and sealing of motors for post-race engine checks.

B – Feature(s):

Highest points to pole for qualifying cars. First four cars to transfer to tail of A-feature, B feature(s) are a minimum of 15 laps.

C & D – Features:

Highest points to pole for qualifying cars. First and Second place transfer to tail of next Feature(s). C Feature(s) is a maximum 15 laps, D Feature(s) is a maximum 12 laps, unless there are 10 cars or less. At Stewards discretion, more than 2 cars can transfer to next Feature(s) where cars drop out prior to events being run/held.

Tow Money:

Qualification for tow money, is by the Residential Address of the car owner as listed on their road going state drivers licence. Proof may be required.

APPROVED ENGINE PART LISTING

Parts may be added to this list at any time via "Special General Meeting". A Tech bulletin will be issued by AWSR to advise of newly approved parts. The approved parts list will be updated at the next rule book printing.

Camshaft:

Part No CM3802D Std VP-VR 11/90 on

Available From Precision International

Available

Cam Dynamics Part No 973221 Std VN S2 VP, VR

No Longer Available

Crow Cams Part Number 774000

Available

DYNOTEC EPC-2774A

Available

Pistons

Part No 6MKRY3800 ACL Std VN-VP

No Longer Available

Part No 6MKRY3801 ACL Std VR

Limited Stock

Part No. PH03800M60001H HYPATEC Holden	
Available From Precision International	Available
Part No 6MKRY3800 (STD/020/040) ACL VN-VP	Limited Stock
Part No 6MKRY3801 (STD/020/040) ACL VR	No Longer Available
Part No PH03800M60001H (STD) HYPATEC Holden	Available
Part No PH03800M60201H (020) HYPATEC Holden	Available
Part No PH03800M60301H (030) HYPATEC Holden	Available
Part No PH03800M60401H (040) HYPATEC Holden	Available
Part No THO 38006 VN-VP Std. 0.20 & 0.40	
Part No NASON 6P1155- Std. 0.50 &1.00mm	
Part No Silvolite 1751H Std. 0.20 & 0.40	
Part No. PH03800M60601H	
Part No. NASON 6P1155 - STD 0.60 / 1.50mm	

Valve Springs

Crow Cams Part Number 6038	
Crow Cams 4931, 4828, 4833, 4936, 4836	
(damper needs to be removed from kit)	
Elgin Industries Part Number RV943X	

Valve Spring Retainers & Collets

Retainers	
Crane Retainer Part Number CR99915	Available
Precision Retainer Part Number CRW1170712	Available
Crow Retainer Part Number 11707-12	Available (new listed part)
Collets	
Crane Collet Part Number CR99095, CR99095 1 +.050"	Available
Precision Collet Part Number CR11703	Available
Crow Collet Part Number STD 4133-12, +.050 4134-12	Available

Timing Gear Set

TGK3800VPLL Cloyes Non Adjustable	
Available from Precision International	Available
TGK3800VSARRM Adjustable Set (must be set on zero degrees)	Available

Lifters

VL115/4SP STealed Power	
Available	
HT2148 Sealed Power/ Nason	Available
3800R-12 Crow	Available
5250 Crow	Available

Inserts (recommended)

Exhaust – SB1500-6	
Inlet – Sb1750-2	

NOTES



SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.
APPEAL FORM

The procedure for instituting an Appeal Against A Chief Stewards Decision is as describe in Section 7.5 of the current Sprintcar Control Council of Australia inc. Racing Rules , Regulations and Specifications

DATE:

VENUE: _____

RACE No.: _____

APPEAL DETAILS IN FULL: _____

I, _____ (the person making this appeal) hereby acknowledge that the decision of the Appeal Tribunal shall be final, there shall be no further appeal.

SIGNATURE OF APPELLANT _____ DATE: _____

SIGNATURE OF RECEIVING OFFICIAL:

PAYMENT OF APPEAL FEE RECEIVED: \$ _____

TIME OF LODGEMENT: POSITION:

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

**CHARGE OF MISCONDUCT
(SCHEDULE 1a)**

(name)

a _____
(steward/official/member of a member club)

request the Chief Steward, under Rule 7.6,
to hear the following charge:

1. NATURE OF CHARGE _____
2. AGAINST WHOM _____
3. DATE OF RACE MEETING _____

The reasons for the bringing of this appeal are: (set out facts)

SIGNED _____

DATE _____

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

**REQUEST FOR DISCIPLINARY TRIBUNAL
(SCHEDULE 1b)**

(name)

a _____
(steward/official/member of a member club)

request the formation of Disciplinary Tribunal, under Rule 7.6,
to hear the following charge:

1. NATURE OF CHARGE _____
2. AGAINST WHOM _____
3. DATE OF RACE MEETING

The reasons for the bringing of this appeal are: (set out facts)

SIGNED _____

DATE

SPRINTCAR CONTROL COUNCIL OF AUSTRALIA Inc.

REQUEST FOR SPRINTCAR APPEALS TRIBUNAL (SCHEDULE 2)

I, _____
(name)

a _____ of _____
(steward/official/member of a member club) (member club)

request the sprintcar Appeals tribunal to hear my appeal, under Rule 7.7, against the decision of a club Disciplinary Tribunal.

1. NATURE OF CHARGE _____
2. AGAINST WHOM _____
3. DATE OF RACE MEETING

The reasons for the bringing of this appeal are: (set out facts)

SIGNED

DATE

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APPENDIX C – RULE MATRIX

Rule	Infringement	Penalty	Main Events Only
Prefaced	Local rules	\$1000 first offence \$5000 subsequent offenses	
5.3	Breach of rule or conduct unbecoming	Disqualification	No Points and No Prize Money
5.5 (i)	Physical Assault	1st offence min \$500 and 3mths suspension, 2nd offence \$2500 and 12mths suspension	
5.5 (ii)	Verbal Assault	1st offence min\$500 and 3mths suspension, 2nd offence \$2500 and 12mths suspension 3rd offence \$5000 and 3yrs to life suspension	
5.6	Anti-doping	ASADA prescribed	
5.6	Liquor/drug policy	as per page 16	
5.8 (iii) (V)	Incomplete Log Book	Ineligible to compete	
5.10	Medical fitness	Clearance after concussion	
5.11	No Appropriate Licence	Minimum \$500 and disqualification	No Points and No Prize Money
5.11	Competing/participating Non approved event	Licence/Registration cancelled + 12 month ban. Further penalties/fines may apply	
5.13	Control of pit crew	Chief Stewards discretion	
5.16	Failure to qualify in designated Position/ Changing sprintcar for qualifying	Qualify no better than 1 position less than 50% of the field.	
5.17 (ii) (c)	Impact Indicator Mandatory	Ineligible to compete / Disqualification	
5.17 (ii) (c)	Triggered Impact Indicator	Exclusion until Medical Clearance	

APPENDIX C – RULE MATRIX

Rule	Infringement	Penalty	Main Events Only
5.18 (iii)	Failure to comply with safety requirements	Disqualification / not permitted to compete	No Points and No Prize Money
6.2	6.2 Black flag	Disqualification. Penalty determined by relevant rule	See relevant rule
6.2	Mechanical defect flag	Pull off track, black flag and penalty if not obeyed	
6.3	Failure to obey lights/ flags/ officials	Disqualified	Pay Points and Prize Money
6.3	Failure to obey Black Flag	\$100 per lap	
6.4B (ii)	Sprintcar not ready after 2 mins	Rear Of Field	
6.4B (iii)	Sprintcar requiring more than one push	Rear Of Field , Primary cause to very ROF	
6.4B (iv)	Passing The Pace Car	\$100	
6.4A (i)	Unable to do a lap	ROF	
6.4A (ii)	Fail to qualify in correct position	One lap at the end, no less than 1 position less than 50 %	
6.5 (i)	Primary Cause of stoppage	Possible disqualification	Pay Points and Prize Money
6.6 (iii)	Baulking restart	Rear Of Field	
6.6 (iv)	Cone Restart Infringements	2 place penalty at earliest opportunity	
6.6 (v)	Failure to comply with penalty	Disqualification	No Points and No Prize Money
6.7 (i)	Failure to comply with penalty	Disqualification	Points and Prize Money
6.7 (i)	Primary Cause Of Stoppage	Rear Of Field	
6.7 (ii)	Primary Cause of 2 Stoppages	Disqualified from that race	Points and Prize Money

APPENDIX C – RULE MATRIX

Rule	Infringement	Penalty	Main Events Only
6.7 (iii)	Forced Stoppage or Stop To Protest	Disqualified	Points and Prize Money
6.8 (ii)	Work on sprintcar under Yellow	Disqualified	Points and Prize Money
6.8 (v)	Breaking belts under Yellow	Disqualification and/or minimum fine of \$500.	Points and Prize Money
6.9 (ii)	Failure to stop on Red	\$100 Fine	
6.9 (vi)	Work on sprintcar on closed red	Disqualification	Points and Prize Money
6.10 (a)	Flat tyre except LHF	Rear Of Field possible Mechanical defect flag	
6.10 (b)	Changing Flat on Red or yellow	Rear Of Field	
6.12	Disabled sprintcars	Mechanical defect flag	
6.13	Passing on the infield	Relegated 2 spots per car passed at 1st opportunity	Points and No Prize Money
6.14	Noise	Noise flag, black flag disqualification	
7.2 (iii) 7.2 (iii) (a)	Dangerous Driving Breaking traction under Yellow	Chief Stewards Discretion Minimum fine of \$250	No Points and No Prize Money
7.2 (iv)	Illegal Fuel Infringements	Disqualification and Min 9mths to max 12mths	No Points and No Prize Money
7.2 (iv)	Damage or destroy Council property	Ineligible to compete / Disqualification	No Points and No Prize Money
7.2 (v)	Wing infringement	Disqualification and Min 9mths to max 12mths	
7.2 (vi)	Offend against SCCA Specifications	as per 5.6 (ii)	
7.2 (vii)	Use Traction Control (owner)	\$5000 fine plus min 12mths > max 24mths suspension	
7.2 (viii)	Use Traction Control (Driver)	min 12mths > max 24mths suspension	

APPENDIX C – RULE MATRIX

Rule	Infringement	Penalty	Main Events Only
8.1	present car for inspection	Disqualification / not permitted to compete	No Points and Prize Money
8.2 (i)	Failure to respond to 2 calls over receiver	Rear Of Field	
8.2 (ii)	Outside Assistance by devices	Disqualification and or further penalties	No Points and Prize Money
8.3 (ii)	Failure to present to scales for weighing	Disqualification	No Points and Prize Money
8.3 (ii)	Failure to make weight after qualifying	Time and points scratched, once reweighed and Correct ROF all races all meeting	
8.3 (iii)	Failure to make weight twice	Disqualified from the event	No Points and Prize Money
8.17	Engine Infringements	Disqualification and Min 9mths to max 12mths	No Points and Prize Money
8.17 (v)(f)	Traction Control Infringements	Disqualification and Min 9mths to max 12mths	No Points and Prize Money
8.17 (iv) (c)	Mufflers are mandatory	Disqualification	No Points and Prize Money
8.18 (iii)(f)	Wing Infringements	Disqualification	No Points and Prize Money

NOTES

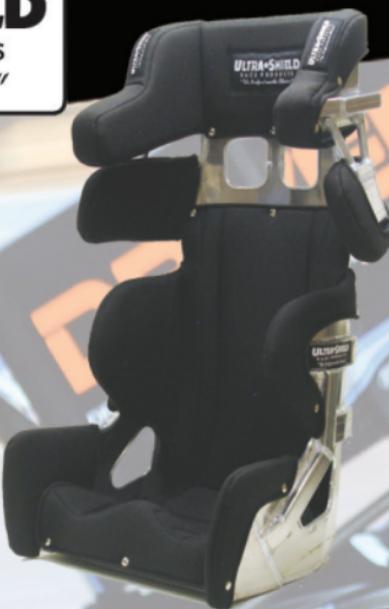
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