

SE IOWA SPRINT SERIES GENERAL RULES 2024

SITUATIONS MAY ARISE THAT ARE NOT PRECISELY COVERED IN THIS RULE BOOK. ALL RULINGS AND INTERPRETATIONS OF THE RULES INCLUDED HEREIN WILL BE MADE BY THE SPRINT INVADERS ASSOCIATION OFFICIALS AND THESE JUDGEMENTS WILL BE FINAL.

DISCLAIMER

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, officials or others. The Sprint Invaders Officials shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of the race officials. THEIR DECISION IS FINAL.

MEMBERSHIP

No car or driver may compete without a valid Sprint Invaders membership or temporary permit. Team membership is \$300.00. Driver only is \$125.00 and Owner only membership is \$175.00.

A temporary permit is \$30.00 for non-registered car and \$30.00 for non-registered driver per event and is good for that event only. There is no limit to the number of temporary permits purchased.

Temporary permit holders do not earn Sprint Invaders points and are not eligible for Dash payout, Heat Race payout, Mystery Spot, Hard Charger or Contingency Prizes. Teams wishing to become members at subsequent events will not earn points, awards or participation for prior appearances. Temporary pass purchases do accumulate toward full membership price. All membership fees are non-transferable and non-refundable.

A car owner may register multiple cars. Points will be awarded separately to the owner for each car registered. A registered car owner wishing to substitute cars must be present to qualify for points and/or participation. The Sprint Invaders Officials are authorized to resolve all questions and rulings pertaining to car ownership.

TECHNICAL SPECIFICATIONS & RULES

No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting system, shocks, etc.

CHASSIS: Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. Sprint cars only-no dirt champ cars please. No elliptical tubing used on or as a part of the main frame structure. The following measurements are minimum: suggested material: 4130 normalized. No aluminum chassis. A drive line hoop is required.

TOP RAILS: 1 ½" X .095

BOTTOM RAILS: 1 3/8" X .095 OR 1 ½" X .083

ROLL CAGE UPRIGHTS: 1 3/8" X .083

ROLL CAGE TOP CROSS MEMBERS: 1 ½" X .095

UPPER RAILS: 1 3/8" X .083

REAR END SAFETY BAR (mandatory): 1" x .083 or 1 ¼" x .065

BRACE: 1 ¼" X .065

All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of Sprint Invaders Series Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.

Left and right-side support bars may be one of the three designs below. Left and right-side support bars do not have to be of the same design. Left and right-side support bars may be one of the three options.

Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joint will no longer be allowed.

The right-side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.

The right-side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.

Support Bar Diagrams

Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and

7" measured from outside of the rear upright tube to the outside of the support bar. See Diagram 1

Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram 2

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

Diagram 1

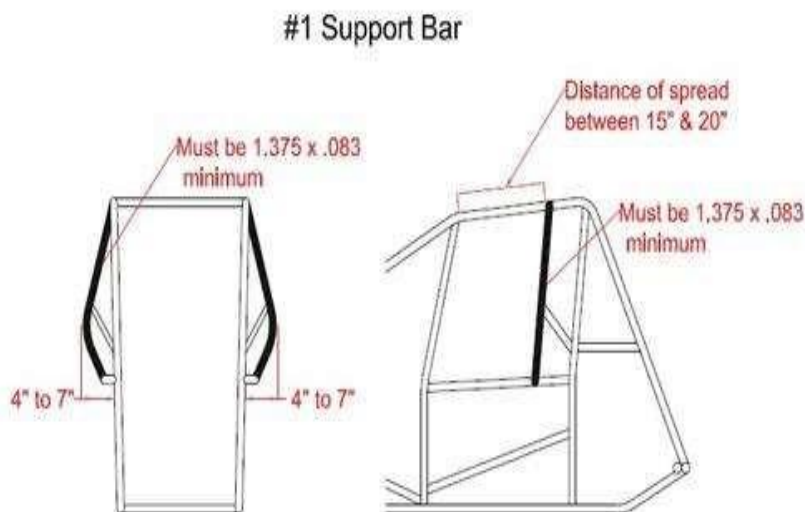


Diagram 16.12.1
By Tom Devitt

Diagram 2

#2 Support Bar

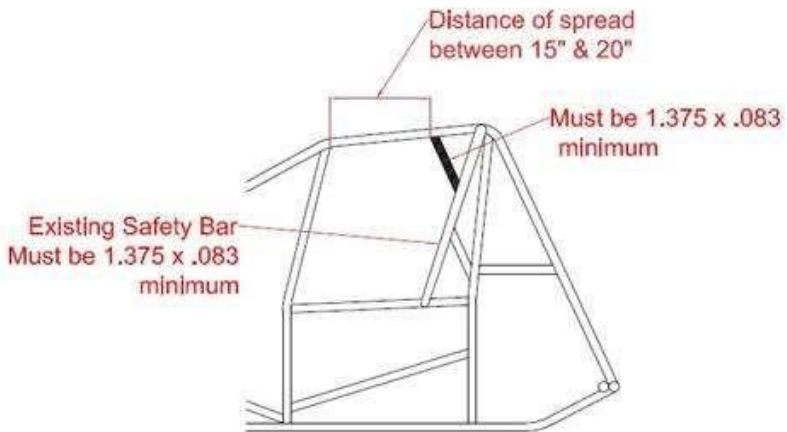
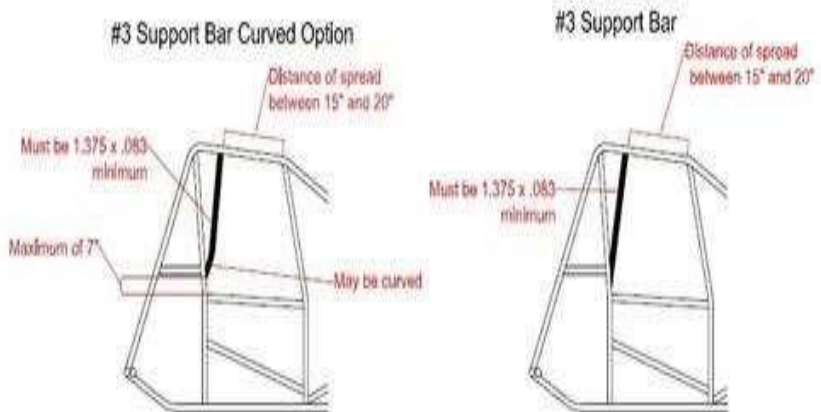


Diagram 16.12.2
by Tom Devitt

Diagram 3



Drawing 16.12.3
By Tom Devitt

FUEL TANKS: All fuel tanks must have a bladder. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Fuel cells cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic. Thirty-three (33) gallon tanks are strongly suggested.

WINGS: Maximum top wing size of 25 square feet with 30" side panels. Maximum center foil width is 60 inches. The deepest point allowed in the top surface of the wing will be 2½" measured from top front of wing to the rear edge. Flat wings are only allowed a 2" wicker bill. Dish wings cannot use a wicker bill. No additions to center foil. Center foil must be one piece. Center foil must be square or rectangular in shape with all 4 corners set at 90-degree angles with one (1) degree variance allowed. Side panels must be one piece. No split wings or bi-wings. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90degree angle with no more than an 8-degree variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge. Panels may not measure more than 84" on a diagonal measurement from all outside corners. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel and no more than 1 1/4" on the top or bottom.

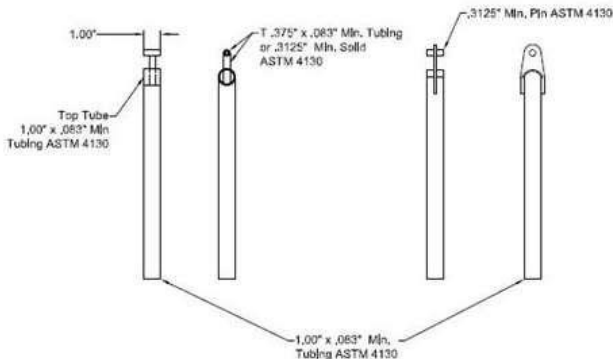
Panels must be mounted parallel and square to the center foil with no more than 2 1/2" of turnout as measured from the center foil. Top wings must not extend beyond the outside of rear tires. Right side boards must be flat with no bends or extensions. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are one inch (1") at the front and three inches (3") at the rear. No side foils, rudders or panels are to extend beyond the roll cage on either side, no body pieces to extend beyond or underneath front torsion tube except hood. Sun shields cannot restrict vision. No wedges or foils underneath race car. Hydraulic wing sliders are optional. No pieces may be added to the basic

frame so as to resemble, imitate or be specifically designed to deflect, trap or for a wind-break of any nature, except those used to cool or protect the motor and braking system.

Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section (See illustration below).

Wing T-Post Diagram/Specifications

Wing T-Post



FRONT WINGS: Maximum size is six (6) square feet with a maximum width of 36 inches. Side panels cannot exceed over two (2) inches past center of wing or twelve (12) inches in total height. Side panels may have top & bottom turn outs of no more than $\frac{3}{4}$ inches. The horizontal distance from the front edge of the front axle to the most frontal portion of the front wing cannot exceed 20 inches nor can any part of the front wing extend beyond a point one inch (1") back from the front edge of the front bumper. No split wings are allowed.

TORSION BARS: Front torsion bar stops, and arm locks are mandatory. Rear torsion bar stops, and arm locks are highly recommended.

WHEELS: No dual wheels allowed. The maximum right rear wheel width is 18". The maximum left rear wheel width is 15". No carbon fiber wheels! Must be steel or aluminum only.

WHEEL COVERS: It is highly recommended that wheel covers have a minimum of 5 mounting points. However, 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions:

Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on all three points utilizing a minimum of 5/16" flanged steel bolt and an approved fastening (nut assembly) system.

SUSPENSION: No cockpit adjustable suspension tuning shock absorbers or weight adjusting devices.

NUMBERS: Numbers must be visible and neat in appearance. Numbers must be on both the left and right side of the tail as well as the side panels of the top wing. Wing numbers must be at least 18 inches high and letters must be at least 10 inches high.

MUFFLERS: No mufflers are required. If mufflers are required by racetrack/promoter, any approved muffler will be allowed. See technical inspector for any questions. Should mufflers be required, loss of a muffler during a race will constitute disqualification for that race.

BRAKES: Steel, aluminum, titanium, & carbon fiber brake rotors are allowed. Cars may not race without working brakes.

BUMPERS: All rear bumpers must be steel with a minimum of one inch (1") in diameter and minimum .065" wall thickness. Front Bumper may not extend more than eight (8") from leading torsion tube, or a total of 23.5" from the centerline of the front axle.

NERF BARS: Steel only required. Bars must attach at 3 points minimum.

DRAG LINKS: Drag links and tie rods must utilize 4130 steel or 6061-T6 aluminum, steel or aluminum rod ends are permitted. A tether is required on the drag link, attached to the frame. Steel steering links and rod ends highly recommended. No drilled or hollow bolts allowed in steering components.

RADIUS RODS: Left Front Radius Rods may be aluminum, but highly recommended they be 4130 steel with magnetic steel rod ends.

FLOOR PAN: Steel or aluminum only.

CARBON FIBER: Except for brake rotors, no carbon fiber parts allowed in the suspension or driveline. No carbon fiber sleeves.

CONTAINMENT SEATS: Containment seats Mandatory (Containment seat is defined as a seat with factory right and left head and shoulder rests and mounted with a minimum of 6 points). FIA and/or SFI rating recommended. Aluminum or carbon fiber allowed, mounted according to the seat and chassis manufacturers recommendations. The driver's left side head rest / helmet surround must extend at least 4"- inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

FRONT AXLE AND KINGPIN TETHERS: Highly recommended.

ENGINE RULES:

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. **ENGINE/BLOCK - *Steel or aluminum cast blocks only, if there are new engine components and/or a new engine configuration they must be submitted for approval to Knoxville Raceway prior to being introduced into competition. Aluminum blocks will require placement of Knoxville logo stamped 50lb (two 25lb weights) on the rear motor plate in specified locations. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8" diameter grade 8 or better metallic bolts minimum. Weight pieces weighing more than 15**

lbs. must be bolted using at least two 3/8" diameter grade 8 or better bolts minimum. All additional bolt-on weight must be mounted and fastened in the area between the frame rails and axles and no higher than the upper rails. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. These weights will be available from Knoxville Raceway.

3. No titanium in engines, excluding valves and valve retainers.
4. Injectors: 2 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.
5. 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 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.

Cylinder Heads:

List of Cylinder Heads approved for Sprint Invaders competition is as follows:

- A. Chevy - #27-21 1
- B. Ford - #27-223
- C. Mopar - #27-222

Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest

letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix.

Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. Checking fixtures may be used to check the above specifications and dimensions.

Valve angle and placement may not be altered in any way.

No welding of any kind, internally or externally, is allowed.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:
 - A. ASCS Chevy – FP #1206 or equivalent
 - B. Ford – FP #1262 or equivalent

- C. Mopar – FP #1263 or equivalent
- 2. Porting and polishing of intake ports is allowed with the following restrictions:
 - A. All ASCS logos must remain completely intact.
 - B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctions ASCS tracks.
 - C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.
 - D. Maximum allowable width of pushrod area as follows:
 - 1. Chevy- 2.630
 - 2. Ford- 1.300
 - 3. Mopar-2.450
- **Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer. This area will be measured with an ASCS approved gauge
- 3. Absolutely no exhaust port relocation, raising, enlargement of reshaping of any kind.
 - A. Polishing is allowed, as long as the original ASCS logo is not affected or port shape is not altered substantially.
 - B. Valve spring pockets may not be welded or altered in any way with the intent to relocate parts.
- 4. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

Any internally repaired ASCS spec head must be re-certified by Brodix.

- 1. All spec heads must remain within 1 degree of the original manufacturing
 - A. Chevy – 23 degree
 - B. Ford – 20 degree
 - C. Mopar – 18 degree
- 2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and monies won, during

the race in which the infraction was found and subject to a \$1,000 fine that must be paid to Sprint Invaders Association before reinstatement.

3. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time.
No Turban driven, Turbo or blower will be allowed.
4. Only two valves and one spark plug per cylinder allowed. No big blocks.
5. No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.

No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.

Non-spec heads will be allowed but must have an unaltered intake restrictor gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top. The restrictor gasket must protrude a minimum of .150 inch into the roofline of both the injector port and the cylinder head port. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. Non-spec heads must have stock intake bolt location and injector manifold is to be installed with stock 3/8" diameter bolts. No step studs or relocating bolt-holes.

TIRE ALTERATIONS: Chemical altering of tires will not be allowed. First offense \$2,000 Driver Fine / \$2,000 Owner Fine, no points, no winnings and the Driver and/or Owner assume all costs of testing procedures. If tires are found to be legal, the Sprint Invaders Association shall assume responsibility for the cost of testing.

TIRES: Hoosier tires are mandatory on all four corners of the racecar. The following are permitted:

Right Rear Spec Tire: Catalog #38222, Medium Compound. Any Hoosier tire is allowed on the other three corners.

BOLTS: Only steel or titanium are allowed.

FUEL: Methanol or ethanol fuel only. It will be the responsibility of the participant to remove any cover or cap on the tank for the purpose of obtaining a sample for a fuel check. If the fuel tests indicate the presence of additives, the competitor will be disqualified for the remainder of the day's events and all points and money earned for the event will be forfeited to the Award Fund. Fuel checks may be run anytime during the events or following the feature.

CRATE MOTORS: If running a crate motor, you must declare to Sprint Invaders officials prior to registration.

Mandatory Engine Package IF Running Crate Motor

1. Sealed crate engine package part #GMP-CT525-KX from Pace Performance will be specified as the only engine for use with Sprint Invaders Association.
2. Pace Performance is currently the only approved vendor for this sealed crate engine package option.
3. This Sealed Crate Engine Package utilizes mandated bolt on components must remain in their original configuration and form as purchased and delivered from Pace Performance.
4. This engine retains all GM factory installed seals and also includes Pace Performance serial numbered cable seals with QR coded seal tape to allow tracking through the Pace Performance website on the intake manifold, valve covers, front timing cover and oil pan.
5. This sealed engine must remain intact and not tampered with. Any seals that have been removed or tampered with will make the engine non-conforming and not eligible for competition with the Sprint Invaders Association. The penalty for anyone tampering with seals, modifying any integral components within the seals will be subject to expulsion from participating

with the Sprint Invaders Association as a Driver or Owner for 365 days from the date of expulsion and fined \$1,000.00 to be paid prior to returning to competition. The penalty for anyone tampering with or modifying any external components outside the seals including ignition control box is subject to a two-week suspension and fined \$250.00 to be paid prior to returning to competition.

6. Carburetor: The only changes allowed is jetting, power valves, and air bleeds. No other modifications are allowed. Carburetor will be subject to go/no go gauge checking as part of tech.
7. Carburetor Spacer: Each spacer is serial numbered to each engine and will also be subject to go/no go gauge checking as part of tech.
8. Engine Information Contact: Don Blackshear @ Pace Performance 1-800-748-3791 ext.1165. Cell 724-977-7424 or donblackshear@paceperformance.com.
9. SIA officials will deem if additional tech is necessary for any crate motor competing.

SAFETY RULES

All Sprint Invaders rules are intended to make racing as safe as possible. However, there is no guarantee that an incident will not occur even if all the rules are followed to the letter. Sprint Invaders officials and fellow participants are grateful for the cooperation of all car owners, drivers and other team members.

EQUIPMENT AND SAFETY CHECKS DURING A RACE: If you stop on the track for a safety issues prior to the start of the race, you will retain your starting position if the car is considered safe and no tools are necessary to remedy the situation **except ratchet belts**. If you stop during the race, you will go to the tail of the field. Seatbelts are included.

SEATBELTS: A. Each car will be equipped with minimum SFI 16.1 or SFI 16.5 approved restraint system, belts must be replaced two

years after the date of manufacture. The belts must be replaced by the expiration date as stated on the belts by the manufacturer.

B. Seat belt restraint systems shall be installed and used in accordance with the manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.

C. Seat belt material should not be permitted to contact any sharp or metal edge, including where the material passes through the seat.

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

DRIVER'S EQUIPMENT: The driver's suit should be of multi-layered Nomex. Nomex underwear and head sock is strongly suggested. Driving gloves, racing shoes and socks are required. The use of a neck collar or other head restraint device is strongly recommended.

NO unsafe alterations please! The Sprint Invaders Association reserves the right to inspect and reject any unsafe driver's equipment.

Helmets: All drivers must wear a full-face helmet with a minimum safety rating of FIA 8859-2015, FIA 8860-2018, Snell SA2020, Snell SA2015.* (FIA and Snell dates may be updated in these rules at a later date.) Five years from date of purchase should be a guideline for drivers to use as a replacement time frame

RADIOS: RACEceiver Radios are mandatory. Communication is to be from race officials only. No two-way radios will be allowed. Any driver who willfully ignores orders given by officials in such a way as to bring potential harm to another competitor, official or fan will be expelled for the night. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches). We reserve the right to confiscate radio equipment if needed. Failure to comply with this rule will be grounds for disqualification.

CAR'S EQUIPMENT: A securely fastened steering wheel with a quick disconnect/removable steering wheel is expected. All roll cages must be higher than the driver's helmet. Opening on the lefthand side of cockpit must be a minimum of 14 inches. Minimum wheelbase is 83"; maximum wheelbase is 90". No pop-rivets or cotter keys can be used to fasten wings, bumpers or nerf bars to race car. No titanium crankshafts or rods will be allowed. No racing permitted without a hood. If the rear bumper is lost, the car may continue the race until the race is stopped. No restarting the car without a rear bumper. Metal fasteners are strongly suggested. Left side net is suggested. A rock screen is strongly suggested. U joint safety cages are also recommended. The use of padded head rests or padded roll bars in the driver's head area are a good idea.

Full safety gear (according to the rules) required for all competition including warmups.

SPORTSMANSHIP, FINES & PENALTIES

SPORTSMANSHIP: Perhaps the most important element of competition is sportsmanship. Sprint car racing is a very emotional sport. Therefore, good sportsmanship is a cornerstone of the Sprint Invaders Association. Sportsmanship includes respect for all participants – drivers, owners, pit crew, officials, etc.

The Sprint Invaders Association is committed to being fair and consistent with all rules and guidelines regardless of the situation and those involved. All participants will be treated equally.

OFF-TRACK CONDUCT: All members agree to act in a professional manner, as determined by Sprint Invaders Officials. This professional manner includes, but is not limited to; verbal representation, social media, text messages, written representation, or any representation that may represent the sport

of racing and/or motorsports in general and/or its affiliates. Failure to comply with this rule will be grounds for disqualification and/or any punitive action deemed appropriate by Sprint Invaders Officials.

MISCONDUCT in the pit area will not be tolerated. A racer's pit area is his "space"; remember to respect that space. Each driver is responsible for the actions of members of his or her crew. In the event of an incident on or off the track, the actions in the pit area will be scrutinized.

FINES: All Sprint Invader and track rules will be enforced in the event of any misconduct by anyone in the pit area, on track or on the grounds. In an effort to curtail the incidents, in addition to any sanctions enforced by the track, the following Sprint Invaders Association penalties will be in force:

A minimum \$50 fine per incident will be enforced for misconduct by anyone in the pit area or on track.

1. Threatening or obscene gestures aimed at an official or a competitor: \$100 to \$500.
2. Foul language directed at an official or a competitor: \$100 to \$500.
3. Rough driving: \$100 to \$500.
4. Fighting in the pit area: \$200 to \$2,000.
5. Pushing, shoving or assaulting an official: \$500 to \$2,000.
6. Disqualification may be an additional penalty in the case of flagrant violations. Disqualifications will be for a specific number of race nights. Rain-outs will not be included when a penalty involves a specific number of races. In the event a car and/or driver is disqualified, no points will be awarded for the event and the event will not count towards both the driver or the car owner's participation for the season.

Fines and /or disqualifications will be at the discretion of the Sprint Invaders officials and will be assessed within 24 hours of the event.

Written appeals may be presented to the Board of Directors of the Sprint Invaders Association within 48 hours of the completion of the race. No appeals will be accepted late. All decisions of the Board will be final.

Pursuant to the membership agreement, all decisions of Sprint Invaders Association officials regarding the interpretation and application of the Sprint Invaders rules and the scoring of positions shall be non-litigable. Participants in Sprint Invaders sanctioned events agree to not initiate any type of legal action against the SIA and/or SIA promoter or board member to challenge such decisions, to seek monetary damages, to seek injunctive relief or to seek any other kind of legal remedy. If legal action is pursued, reimbursement of all legal fees and costs incurred by the SIA, the SIA promoter or the SIA board member in defending such action will be paid by the claimant.

PAYMENT OF FINES: Any fine imposed on a driver and/or car owner must be paid prior to return to competition at any Sprint Invaders sanctioned event. In the event the fine is unpaid after the final points event of the season, the fine will be deducted from any points fund monies due to the car owner/driver. In the event that amount of the fine exceeds any monies due, the member will be barred from competition until the fine is paid. Any or all contingency awards earned will be withheld pending any unpaid fines. Temporary pass holders are subject to fines and will be barred from sanctioned competition until payment is made.

POINTS, PAYOUT AND AWARDS

POINTS: To be eligible for points fund and contingency awards at the end of the season, a car owner or driver must have competed in at least 75% of the sanctioned events and be a member of the Sprint Invaders Association in good standing. In the event that 75% of the total points races run is an uneven number of events, the number of events needed to be qualified will be determined as follows:

- A. If the number of events needed to qualify is between X.01 and X.49 the total number of events needed to qualify will be rounded to the lower number.
- B. If the number of events needed to qualify is between X.50 and X.99 the total number of events needed to qualify will be rounded to the higher number.

Examples: 14 races run, 75% of 14 races is 10.5 and will round to 11. 19 races run, 75% of 19 races is 14.3 and will round to 14.

Series points will be awarded to both the registered driver and the registered car owner. Points will be earned as follows: Heat races will be scored at 20, 18, 16, 14, 12 and 10 for the top six finishing cars. Dash points will be scored at 6, 5, 4, 3, 2 and 1.

Features will be scored at 200 points for the top finishing car, 196 for second and 2 points less for each subsequent car down through the field (20th place earns 160 points).

If a car is qualified for the "A" feature and cannot start, the car will earn "B" feature points. All cars competing in the "B" feature and not transferring to the "A" feature will earn 125 points. All properly registered cars taking at least one green flag will earn 50 show up/loyalty points (this included hot lap sessions).

200 Show up/loyalty points will be awarded to the registered cars and drivers when participating in co-sanctioned events. Participation in co-sanctioned events is included in eligibility for points funds and prizes unless otherwise determined in advance of the event(s).

200 Show up/loyalty points will be awarded in the event of a rainout if cars have signed in but the event was not complete.

AWARDS: Each registered car must display the official Sprint Invaders decal and required contingency decals to be eligible for awards. All decals must appear on the race car and/or wing and are monitored at each event by SIA officials. Decals can be obtained from the Pit Registrar. Only registered members are eligible for

Dash pay out, Heat Race pay out, Mystery Spot, Hard Charger or Contingency Prizes. All prizes are awarded to the registered car owner unless otherwise noted, i.e. the Hard Charger Award is given to a registered driver regardless of the status of the car he or she has driven. Registered cars with temporary pass drivers are eligible for awards unless the award is specified to the driver.

BANQUET: The Owner or Driver must be present to accept awards and contingency prizes at the banquet.

PAYOUT: All race payout is to the car owner or temporary permit holder. Social security or Federal ID # are required with membership and temporary permit status. It is the responsibility of the car owner or his/her designate to provide accurate information to the Pit Registrar. Announcements will be made at the driver's meeting as to location of pay out. The track promoter is responsible for Feature and NQ/Tow Money. Checks may be picked up at the SIA tech trailer.

RACE PROCEDURES

1. All teams are required to register and draw at the Sprint Invaders tech trailer upon arrival.
2. Heat race line-ups will be determined by draw with low numbers across the heats. Rookies are ineligible to draw until cleared by Sprint Invaders officials and will lineup at the end of the field. Multiple rookies will line up in order signed in. The draw will be considered closed upon the start of the driver's meeting. Cars not drawn will line up between the last car drawn and the inexperienced cars (drivers). TP cars failing to complete proper sign in procedure will be omitted from the lineup and will tag the back of the field.
3. Any Driver failing to draw for heat races will NOT receive passing points, but will receive finish points only.

PASSING POINTS CHART

	START ----->											
	1	2	3	4	5	6	7	8	9	10	11	12
FINISH												
1	100.0	105.0	110.0	115.0	120.0	125.0	130.0	135.0	140.0	145.0	150.0	155.0
2	91.5	93.0	98	103.0	108.0	113.0	118.0	123.0	128.0	133.0	138.0	143.0
3	83.0	84.5	86	91.0	96.0	101.0	106.0	111.0	116.0	121.0	126.0	131.0
4	74.5	76.0	77.5	79.0	84.0	89.0	94.0	99.0	104.0	109.0	114.0	119.0
5	66.0	67.5	69	70.5	72.0	77.0	82.0	87.0	92.0	97.0	102.0	107.0
6	57.5	59.0	60.5	62.0	63.5	65.0	70.0	75.0	80.0	85.0	90.0	95.0
7	49.0	50.5	52	53.5	55.0	56.5	58.0	63.0	68.0	73.0	78.0	83.0
8	40.5	42.0	43.5	45.0	46.5	48.0	49.5	51.0	56.0	61.0	66.0	71.0
9	32.0	33.5	35.0	36.5	38.0	39.5	41.0	42.5	44.0	49.0	54.0	59.0
10	23.5	25.0	26.5	28.0	29.5	31.0	32.5	34.0	35.5	37.0	42.0	47.0
11	15.0	16.5	18.0	19.5	21.0	22.5	24.0	25.5	27.0	28.5	30.0	35.0
12	6.5	8.0	9.5	11.0	12.5	14.0	15.5	17.0	18.5	20.0	21.5	23.0

4. Car Count

- A. For car count up to 17, two 10-lap heats will be run. The two winners and top 4 in overall combined passing points will run the Shake-Up Dash (6 Cars – 6 Laps). The remaining cars will line up in the “A” feature race based on overall combined passing points.
 - B. For car count of 18 to 27 cars; three 8-lap heats will be run. The top three winners and top 3 in overall combined passing points will run the Shake-Up Dash (6 Cars – 6 Laps). The top 16 in overall combined passing points will qualify for the “A” feature. Cars not transferring to the “A” feature will run a “B” feature.
 - C. For car counts of 28 cars and above, four 8-lap heats will be run. The top 4 winners and top 4 in overall combined passing points will run the Shake-Up Dash (8 Cars – 6 Laps). The top 16 in overall combined passing points will qualify for the “A” feature. Cars not transferring to the “A” feature will run a “B” feature.
 - D. “B” feature lineup is determined by overall combined passing points. Cars failing to finish the heat race will be scored in the order they exit the track. One “B” feature will be run unless the car count exceeds 36 cars. The Pit Registrar and Promoter have the final say in the quantity and length of all events. Drivers will transfer to “A” Feature based on the finish of the “B” feature.
 - E. A tie in passing points will be broke by the lower drawn pill.
5. Cars that qualify for the Shake-Up will meet at an area designated by the competition director after the heat races to draw for their starting position in the dash. Drawing order will be from the highest awarded passing points to the lowest. The Shake-Up dash finish will set the lineup for the A main. In the event a car scratches prior to running the Shake-Up, the position in the dash will not be filled. In the event a qualified car does not start the Shake-Up, the car may start the A feature at the tail of the Shake-Up field. In the event a qualified car

runs the Shake-Up and is unable to start the A, the remaining A feature field will move straight up.

6. If weather is a threat, Officials may scratch the Shake-Up dash and dash cars would start the A straight up, based off of their passing points.
7. Features will start 20 cars; the Pit Registrar & Promoter may choose to start additional cars at their discretion.
8. Provisionals: Any car owner that participated in 100% of the previous Sprint Invader's racing season shall be given one provisional start for the current year. The owner must notify the Sprint Invaders official prior to the Feature event that the owner wishes to use the provisional start. Owners wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the Feature. Only one provisional shall be added to the feature per race night. In the event that more than one owner wishes to use their provisional on the same night, the owner that finished higher in owner points the previous year will have first choice.
9. Main feature races will be a minimum of 20 laps and a maximum of 30 laps.
10. The winner of the A feature will stop on the front stretch for pictures.
11. A tie for series championship will be broken by best finishes. All other positions remain tied (Example: If there is a tie for second place, two second place awards will be paid, followed by a fourth-place award).

COMPETITION RULES

1. A driver may attempt to qualify only one car in heat races.
2. A car can only be run in one heat race.
3. Any car failing to participate in a heat may tag the back of the B.
4. Any driver changing cars after heat races will start in the last position of the next race qualified for. A driver changing cars after qualifying in the Shake-Up will start at the tail of the A

Main. In the event a driver switches cars after qualifying, he or she will be ineligible to earn driver points the remainder of the night. The qualified car will earn points.

5. Once a car is staged, driver may not change cars for that race.
6. Right rear spec tires will be monitored. Hoosier Catalog #38222.
7. In the event any car scratches, fails to appear for staging or there are missing cars upon the initial start, all realignments will result in cars being crisscrossed. Passing points will be adjusted according to the corrected lineup once the initial green flag flies.
8. All red flags are considered closed, unless otherwise noted by the competition director. Only officials, safety crew or ambulance personnel are allowed on the track during a red flag. (No crew members or unauthorized people on the track unless directed by officials.) The driver must stay with his or her car in the event of a wreck until the car is removed from the track. The only exception to this rule is in the event the driver is removed from the track by ambulance. This is for continuity and quick resumption of the race. Drivers failing to follow this rule are subject to penalty up to and including monetary fine and/or disqualification.
9. In the event that the competition director allows an Open Red, crews will be allowed to make all adjustments to their cars, except changing/removing a wheel & tire. In the event a car needs to repair damage, the car must go to the work area to be worked on. They will then tag the tail end of the field, if work is completed before the allotted time.
10. When the open red is nearing its completion, a horn will sound, marking 2 minutes for crews to vacate the racing surface. The horn will sound again at the end of the 2 minutes, marking the end of the open red. In the event crew members are not clear of the car by the final horn, that car will be penalized 2 positions on the restart.

11. All drivers are to remain in their cars at all times unless directly involved in red flag. Officials may rule otherwise for a prolonged red flag condition.
12. During all competition, an "involved car" is defined as a car that stops on the track for any reason.
13. For all races events, if no laps have been scored, involved cars will be sent to the rear, the remaining cars will re-align, double file.
14. Late arrival to staging could result in a penalty subject to officials' decision.
15. Promoters will make every effort to have the Sprint Invader A feature on the track or be the next event to start by 9:30 PM.

WORK AREA: Designated work areas will be determined by the competition director and noted at the driver's meeting. Due to certain track layouts and/or a shortage of track officials, Sprint Invaders reserve the right to eliminate work areas at their discretion. There is no set time for work area repairs. Work may be performed under caution only. Once caution lights go out, the car is no longer allowed to return to the racing surface. If repairs have been made before the caution lights go out, the car will tag the tail end of the field.

ORIGINAL STARTS: Single cone start. The front row must be side by side when they reach the start cone. All cars must stay in line directly behind the front row, side by side and nose to tail, until the front row reaches the start cone, and the green flag is displayed. First penalty for jumping the start will result in the car being penalized two positions. Second penalty for jumping the start will result in the car being sent to the tail. Third offense will result in the car being sent to the pits.

Any car deemed to be brake-checking the field on the starts and re-starts will be sent directly to the tail.

RESTARTS: Restarts will be single-file up to the A-Main event. During the A-Main event, double file restarts will occur until said A-Main event has

less than ten (10) laps remaining. All races (heats, dash, preliminary main events) prior to the main event will continue to be in single file order. There will be a start cone in turn 4. The grid must remain single-file, until the race is started. The race leader sets the pace and is the control car. Once the leader starts the race, it is started for the entire field.

DOUBLE FILE RESTARTS: Under yellow-flag conditions, the field initially goes to a single-file grid. Once the running order has been established and the field is set, the race leader will choose either the inside or outside lane. The field will then be signaled to realign double file. The 3rd place car will line up to the inside of row 2, 4th place car to the outside of row 2 with the remainder of the field following this order (odd positions to the inside rows/even positions to the outside rows) The grid must remain double-file and nose-to-tail until the race is started in the designated start area. The race leader sets the pace and is the control car. The race leader restarts the race. Once the leader starts the race it is started for the entire field. Sprint Invaders Officials reserve the right to change and/or alter this rule, provided the competitors are given notice (in advance and/or over the one-way radio) due to any circumstances that require such a change and/or alteration. If there is a yellow or red flag displayed on a double file restart before a lap is scored the next restart will be single file until a lap is completed.

Cars taking off and then slowing down (such as brake checking), causing the field to stack up, will be penalized by SIA officials and will result in the same penalties as discussed below. Any deviation from these restart procedures will result in the following penalties: **First offense-the car or cars will be moved back two positions;** second offense-the car or cars will be moved to the tail end of the lead lap.

LAPPED CARS: When a caution flag is displayed, lapped cars will be placed at the tail end of the lead lap in their respective running order, to resume competition to advance their position. Cars more than one lap down will be placed behind lead lap cars and unable to advance their position.

If a race is stopped after white flag is displayed, the restart will be green/white (same lap), and checkered flag. Once the leader or leaders take the checkered flag, if it is necessary to display the caution flag, remaining cars will be scored based on the last completed lap. Cars failing to cross the finish line will be paid at the tail of the finishing order based on number of laps completed.

The Competition Director has the authority to call a race complete if the car count is diminished or in the event the safety of the racers, officials or fans could be affected.

A driver spinning out and attempting a 360 spin to continue constitutes a yellow flag-regardless if the car stops- and results in driver being sent to the rear. Any driver spinning or stopping twice will be sent to the pits.

If all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. Only the leader must be scored to complete any further laps including the checkered flag. Split yellows will be used for scoring, cars crossing the start finish line before the yellow comes out will be scored on that lap. All cars not having crossed the line will revert to the previous lap scoring.

Sprint Invaders officials reserve the right to a driver's starting position eligibility. (Example: rookie or inexperienced drivers.)

HARD CHARGER: The Hard Charger Award will be determined based on the original starting position of each car in the main feature. The award will be given to the driver who achieves the highest final finishing position in comparison to the original starting position. In the event of a tie, the highest finishing registered driver will receive the award.

MYSTERY SPOTS/CONTINGENCY: Mystery Spots will be drawn prior to the start of the A feature from positions 2-20. In the event a Contingency award is deemed for a specific finishing position, that position will be removed from the draw. Awards are given only to registered car owners. In the event a Temporary Pass driver finishes

in the pre-determined finishing spot, the Award will be redrawn until a registered car owner is selected.

In the event that more than one Mystery Spot is awarded, each position will have only one chance per night. (i.e. If the first Mystery Spot is drawn as #3, # 3 is not eligible for the second Mystery Spot.)

ROOKIE STATUS & QUALIFICATIONS

Any driver planning to compete with the SIA for the “SIA Rookie of the Year” must be a registered member. It is the responsibility of the driver and/or car owner to declare rookie status while registering.

He or she is subject to an assessment of the Sprint Invaders officials to determine his/her lineup eligibility. Sprint Invaders does reserve the right to employ a 3-event evaluation, should the Sprint Invaders officials deem necessary. The rookie must participate in 75% of the point events.

Rookie of the Year selection includes:

- A. A review of achievements
- B. Overall point results
- C. Sportsmanship

The Sprint Invaders defines a rookie as a race driver who has not competed in more than five (5) 360ci sprint car race events.

INSPECTIONS & PROTESTS

1. The designated finishing cars, announced at drivers meeting, are required to report directly to the designated inspection area immediately upon completion of the “A” feature race. No more than 2 representatives from each car will be permitted within the confines of the tech area. All cars are subject to inspection for cubic inches and port inspection of cylinder heads, injector stacks and/or restrictors. Upon

request intake manifold and/or cylinder head removal may be required.

2. The Tech Inspector will administer all tech inspections immediately following the "A" feature.
3. No protests or complaints will be allowed beyond thirty minutes after the completion of the "A" feature. The driver and/or owner are the only racers permitted to lodge a protest and address officials during this period of time. Anyone else interfering with this process is subject to penalties and or removal from the pits.

Protest will be taken only from a driver or car owner and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to Sprint Invader officials. In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector. All protest shall be decided upon by Sprint Invader Officials or their representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with Sprint Invaders and forwarded to the Sprint Invaders Officials. Protests will be forwarded to the Sprint Invaders Board of Directors whose decision shall be final. No protests will be accepted on judgment decisions.

In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended. The forfeited money will be added to the owner point fund as well as the protest fees.

- Protest Fees (Figures in Parenthesis Are Filing Fees)
- Motor tear down (heads off) and cylinders inspected: \$800 (\$100).
- P & G fuel test \$800 (\$100).
- Other technical protest: \$600 (\$100).

SE Iowa Sprint Series (aka-Sprint Invaders) officials have the authority at all sanctioned events to act on behalf of the Board of Directors of the Association in matters pertaining to the events. Board members will abstain from involvement in decisions at race events. Hence, it is inappropriate to bring any matters regarding past, current or future competition to Board Members until after all racing action has been completed at each event.

All matters are to be directed to the SE Iowa Sprint Series officials!

THERE WILL BE NO EXCEPTIONS TO THIS RULE!

Rules Revised March 2025