

# **Florida Sprint Car Association**

## **2010 Rules and Regulations**

Effective 1/1/2010  
Expires 12/31/2010

## **SPIRIT OF THE RULE**

Although every effort has been directed towards complete, understandable, and correct rules, FSCA cannot possibly anticipate every situation, circumstance, or interpretation.

With this in mind, we must refer to the Spirit of the Rule. Spirit of the Rule means very simply, the intent of every rule and classification. Additional adjustments, alterations, modifications, and/or replacements not covered by written rules should not be assumed to be legal under the Spirit of the Rule.

Spirit of the Rule will be the final criteria by which rules will be interpreted and enforced.

## **RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM 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.

The Competition Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO 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 the FSCA officials. THEIR DECISION IS FINAL.

## **CLARITY OF RESPONSIBILITY REGARDING CAR CONSTRUCTION, CAR AND DRIVER SAFETY AND INSPECTIONS REGARDING SAFETY.**

The owners, drivers, and crew are the sole individuals who are responsible for the race car design, construction, maintenance, fabrication techniques used, materials used, as well as all safety systems including but not limited to the purchase, installation, inspection of all fire systems, seat belts, driver restraints, helmets, required or worn by the driver of that race car, crews, etc. related to that race car or any related equipment used on or at any FSCA event. FSCA is not responsible for any loss or injury to anyone arising from the failure of design, construction or maintenance of any racecar.

## **SPORTSMANSHIP**

Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants-drivers, owners, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved. We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle-therefore please stay out of other racer's pit areas, especially after an incident when you have been involved with that racer. Drivers remember that you are responsible for the actions of your crew. Any offending parties will be fined appropriately and disciplinary actions will be initiated as deemed necessary.

The Florida Sprint Car Association shall here after be referred to as FSCA throughout the rules and regulations. The rules and/or regulations set forth herein are designed to provide for orderly conduct and to establish minimum acceptable requirements for racing events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed warranty of safety shall result publications of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

<b>Contents</b>	<b>Page</b>
Disclaimer	2
Section 1 - General	4
Section 2 - Engine	5
Section 3 - Frame	7
Section 4 - Wings	8
Section 5 - Wheel & Tire	9
Section 6 - Safety	10
Section 7 - Onboard Devices	11
Section 8 - Inspection	12
Section 9 - Restricted Members	13
Section 10 - Race Procedures	14
Section 11 - Points	16
Section 12 - Tow Money	17
Section 13 - FSCA Officials and Contact Information	18

# Section 1 – GENERAL

- 1.1 FSCA rules and regulations shall apply at all events.
- 1.2 FSCA official(s) shall have full authority over FSCA events.
  - 1.2.1 In the FSCA rules FSCA Official is referring to the FSCA Promoter and FSCA Competition Director.
- 1.3 At the discretion of any official(s) in charge any participant may be disqualified for: rules violations, hazardous equipment, or misconduct of any participant and/or anyone associated with participant.
  - 1.3.1 Any misconduct by drivers, owners and/or pit crews shall be grounds for disqualification and/or punitive action by the FSCA Officials and will be strictly enforced.
  - 1.3.2 Driver's are the sole spokesman for their associated pit attendees and are responsible for their conduct.
- 1.4 Drivers will be paid all monies.
  - 1.4.1 Drivers must furnish valid social security number to speedway and/or FSCA. Failure to furnish valid social security number will result in immediate and indefinite suspension.
  - 1.4.2 Drivers are considered an independent contractor and are responsible for all charges, premiums, and taxes payable on all monies received.
- 1.5 All drivers must be approved for participation by FSCA official(s).
  - 1.5.1 Drivers 18 years-of-age and older must possess valid Social Security Number.
  - 1.5.2 Drivers under 18 years-of-age must have a notarized parental consent form, signed and notarized by both parents or legal guardian. Said form must be in the hands of an FSCA Official before participation of driver is allowed.
- 1.6 Drivers or pit attendees, prior to or during any FSCA event, will not consume alcoholic beverages. Use, sale or distribution of illegal drugs at any time shall be cause for immediate, indefinite suspension.
- 1.7 All drivers must become FSCA Members before racing.
  - 1.7.1 Season Membership \$50
  - 1.7.2 Restricted Membership \$50 (full season)
  - 1.7.3 One Night Membership \$20

## Section 2 – ENGINE

21 Engine, V-8 Chevrolet Only.

2.1.1 Engines are limited to 364 cubic inches maximum and must run on methanol.

- No performance or oxygenating additives.
- No gasoline.
- No Nitrous, No Nitromethane, or Propylene Oxide.
- No titanium parts in or on the engine; except for valve spring retainers.

2.1.2 Block

2.1.2.1 All engines used in competition must be able to be used in a conventional passenger car without alteration.

- Motor mounts cannot be removed or altered.
- Purchasing of after market blocks allowed; steel only.
- No milling of exterior of block allowed.

2.1.2.2 Solid or roller camshaft may be used with a maximum valve lift of .550" in gross lift at the retainer with lash.

2.1.2.3 Crankshaft can be steel or cast iron with a minimum weight of 48 pounds.

- Oil pan must contain a 2" inspection hole to allow viewable access of rods and crankshaft. If inspection hole is not present, oil pan must be removed for inspection.

2.1.2.4 Flat top pistons with valve reliefs must be used and cannot protrude from cylinder bore or deck of block.

2.1.2.5 Oil systems must be wet sump.

- No dry sump systems.

2.1.3 Injector

2.1.3.1 Maximum size of injector is 2 3/16". Larger injectors are allowed provided the proper restrictors are used limiting it to 2 3/16" with at least 3" in length.

2.1.3.2 Any intake manifold gasket may be used.

2.1.3.3 No plenum type injectors. Must be vertical tube.

2.1.3.4 No electronic injection.

2.1.4 Spec Comp World Product Head #43600.

2.1.4.1 Prior to installation, heads must be stamped, certified, and registered by the FSCA.

- › Every dimension of the head has a gauge dimension that must be met for the head to be FSCA certified.
- › The FSCA stamp must remain intact and visible with no alterations.

2.1.4.2 Must retain all original dimensions and configurations including: valves, valve springs, retainers, stems, and guides.

- › Valves: intake 1.94", exhaust 1.50"
- › Valve springs: 1.25" maximum diameter
- › 171cc runners
- › 76cc chamber

2.1.4.3 The only work allowed is the reseating of the valves.

- › No top cuts that extend into the chamber.
- › No under the seat relief cuts.
- › No work that enlarges the delivered throat size.
- › No bowl changes.

2.1.4.4 No machining, milling, resurfacing, grinding, polishing, welding, acid work, caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish.

2.1.4.5 Roller Rockers are allowed; Stud mount type only.

- › No shaft systems

2.1.4.6 Any head requiring repair must be pre-approved and will be issued an authorization number by the FSCA. After repair is completed heads must be recertified and marked accordingly.

2.1.4.7 Mufflers are required.

- › Schoenfeld #112535 (3 1/2")
- › Schoenfeld #112530 (3")

## Section 3 – FRAME

3.1 Frames must be of the sprint car design.

3.1.1 Steel frames only.

3.1.2 Main frame rails .095 minimum thickness.

3.2 Weight with driver must be 1,525 pounds minimum after any race.  
See titanium rule below.

3.2.1 If any car fails to meet the minimum weight driver will be disqualified and paid for last place of the cars who took the green flag.

3.2.2 Bolt on weight must be located from the front motor plate to 12" behind the rear motor plate and will be secured by (4) 3/8" diameter bolts.

3.3 Wheel base: 84" minimum, 88" maximum.

3.4 Rear bumper and side nerfs are required and will be steel. Front bumper is required and may be aluminum or steel.

3.4.1 No Titanium nerfs or bumpers allowed.

3.5 One rear brake and one front brake are required.

3.6 Racing fuel cell with bladder is required.

3.7 Drive shaft must be fully enclosed with retaining strap.

3.8 Drag link safety strap required.

3.9 Rotating Titanium parts will be allowed with the following conditions.

3.9.1 The difference between the weight of the Titanium part and the average weight of the Steel part will be multiplied by 8 the result will be the amount of static weight that must be added to the racecar increasing the minimum weight after the race.

**EXAMPLE 1:** Average Steel rotor weighs 6.5 pounds, Titanium brake rotor weighs 3.5 pounds,  $3 \times 8 = 24$ , minimum weight after race would be  $1525 + 24 = 1549$ .

**EXAMPLE 2:** Steel bead lock bolts weigh 1 pound Titanium bead lock bolts weigh .5 pounds  $.5 \times 8 = 4$ , minimum weight after race would be  $1525 + 4 = 1529$ .

3.9.2 Titanium parts **MUST BE DISCLOSED** at the start of the racing night. If Titanium parts are found that have not been disclosed the driver will be disqualified for the night.

## **Section 4 – WINGS**

- 4.1 Top wing is required.
  - 4.1.1 Top wing will be a maximum of 25 square feet with no more than 30" sideboards.
  - 4.1.2 Top wing shall not extend outside the left rear tire.
  - 4.1.3 Top wing will have no more than a 2 1/2" drop/dish in top of wing with or without wicker bill,
  - 4.1.4 1" maximum wicker bill.
- 4.2 Nose Wing is optional.
  - 4.2.1 Nose wings will not exceed 2 feet by 3 feet.
- 4.3 No cockpit adjustable wing sliders.
- 4.4 Numbers will be at least 16" high of contrasting color to the car and displayed on both sides of the top wing.

## Section 5 - WHEEL & TIRE

5.1 Goodyear tires will always be available at race track.

5.1.1 Front Tires: Goodyear #2250

5.1.2 Left Rear Tire: #2196, 2296, 2961, D1105 & D2196

5.1.3 Right Rear Tire: #1105, 1331

5.2 Front wheels will be no wider than 10".

5.3 No carbon fiber wheels.

5.4 No air relief valves on wheels.

5.5 All rear tires must durometer at least 40 at any time, or be spec FSCA tire listed above

5.6 All Front tires must durometer at least 30 at any time.

5.7 American Racer and Hoosier tires may be run at any race.

5.7.1 Must durometer to FSCA rules.

## **Section 6 – SAFETY**

- 6.1 Competition five-belt harness (minimum) required with the following:
  - 6.1.1 3" wide shoulder and lap belts
  - 6.1.2 Sub strap.
  - 6.1.3 Metal to metal buckles.
  - 6.1.4 Belts must be dated and no more than 3-years-old.
- 6.2 Arm restraints are required.
- 6.3 Driver's apparel.
  - 6.3.1 Fire retardant driver's suit must be worn and rated SFI 3.2A/5 minimum.
  - 6.3.2 Full coverage driver's helmet is required and must be rated Snell SA2005 or SFI 31.1.
  - 6.3.3 Fire retardant gloves are required and must be SFI rated.
  - 6.3.4 Racing shoes are required.
  - 6.3.5 Head sock or helmet skirt is required.
- 6.4 Head and neck restraint device is required and will be at a minimum an SFI rated neck collar.
- 6.5 RACEceiver Radios (sw1 600) are required for all Heat and Feature Races
  - 6.5.1 Any driver found without RACEceiver radio during the Heat or Feature Races will be blacked flagged.
- 6.6 Debris screen is mandatory at roll cage opening.
- 6.7 Drag link strap is mandatory.
- 6.8 1/16" or larger safety pin or bolt on each side of the rear axle outside of wheel nut is required.
- 6.9 Fire Extinguishers are required in all pits and on all push vehicles.
  - 6.9.1 Fire extinguishers must be rated ABC and be rated at least 5 lbs.

## **Section 7 - ONBOARD DEVICES**

- 7.1 No electronically controlled, computer controlled, driver adjustable mechanically controlled or hydraulically controlled traction or weight adjusting devices allowed.
- 7.2 No shock adjusters from inside the driver's compartment allowed.
- 7.3 No on board computers or telemetry sending devices allowed.
- 7.4 No driver radios or communications devices allowed except FSCA mandated radio in Section 6.5.

## **Section 8 – INSPECTION**

8.1 All FSCA cars and Restricted Member cars are subject to inspection by FSCA official(s) at any time.

8.1.1 Approval of a car(s) by an FSCA official(s) shall mean only the car is approved for participation in an FSCA event and shall not be construed in any way to mean the inspected car(s) is guaranteed mechanically sound. Neither is it further declared that neither the FSCA officials nor the FSCA be liable for any mechanical failures, losses, injuries or death.

8.2 If any driver's car fails an inspection driver will be disqualified for that event with a forfeiture of the night's points and monies. The violation must be corrected and reinspected before the disqualified car may compete in an FSCA event.

8.3 If a driver wins in three consecutive feature races, for which the driver has participated in, the car will be subjected to a major inspection to be completed immediately following the third win.

8.3.1 A major inspection must include, but is not limited to:

- › Complete head inspection
- › Cubic inch check
- › Cam lift check
- › Piston dome check
- › Injector size check
- › Tire check
- › Weight check

8.4 If any engine is altered outside the certification in Section 2, the driver will be penalized:

- › Three race suspension
- › All points accumulated for the year
- › Surrender modified heads to FSCA for destruction or if head is correctable \$400 fine.
- › After completion of penalties driver will be subjected to major inspection upon completion of first race back as laid out in Section 8.3.1.

# **Section 9 - RESTRICTED MEMBER**

91 A restricted member car is a car not built to the FSCA rules and must be approved before racing in an FSCA event by the FSCA Promoter.

9.2 Restricted members can compete in an unlimited number of races for the FSCA point's season. For prize money only no points/ points fund.

9.3 Restricted member cars and drivers must adhere to all FSCA rules with the exception of the engine rules.

9.3.1 RACEceiver radios are required for all heat and feature races.

9.3.2 Restricted member cars must compete under the rules of their local Limited Sprint Cars Association (East Bay, USA, Cajun Sprints, and Pensacola Sprints.)

9.3.2.1 Except for no Aluminum heads allowed.

9.3.3 Restricted Member cars must run FSCA legal rear tires.

9.3.3.1 Any tire must durometer at least 40 at any time.

9.3.4 The following sanctioning body engine rules are pre-approved as restricted member cars:

9.3.4.1 East Bay Limited Sprint rules

- 1525 min weight with driver after race with Holley #4412 carburetor.
- 1600 min weight with driver after race with four barrel carburetor.
- 4-barrel carburetor with venturi no larger than 1.4" diameter.

# **Section 10 - RACE PROCEDURES**

10.1 Any driver in violation of any situation listed below will forfeit his starting position in the Feature race and will start in the rear of the field:

10.1.1 Any driver not taking the green flag in the heat races

10.1.2 Any driver changing cars in between heat and feature race

10.1.3 Any driver missing TWO point events in a row

10.1.4 ANY DRIVER NOT ATTENDING AN FSCA DRIVERS

MEETING.

## 10.2 FSCA DRIVERS MEETING

10.2.1 An FSCA drivers meeting will be held 45 minutes prior to the scheduled race start time at the promoter's trailer.

### **10.2.1.1 All drivers will bring RACEceiver Radios to drivers meeting for radio check**

10.3 Starting position for Heat will be on pill draw. Feature races will be set by the combination of heat race finish and inversion draw.

## 10.4 Spin and caution rule

10.4.1 Any driver bringing out the caution ONCE in the heat race will be blacked flagged.

10.4.2 Any driver bringing out the caution TWICE in the feature race will be black flagged.

• The next event the offending driver attends he will be under a ONE SPIN rule for subsequent feature races until the driver has a spin (Not Caution) free feature race.

## 10.5 Cone rule

10.5.1 There will be an orange cone placed in between the exit of turn four and the Start Finish Line. The cone will serve as the fire and no pass cone. The leader will not fire until passing the cone and the field will fire with the

leader. DO NOT FIRE ON THE FLAGMAN. No car will make a racing move or pass before passing the cone. All cars will remain nose to tail.

- . If any car violates the cone rule there will be a restart and the offending driver will lose two positions.
- . If any car violates the cone rule twice in one event (heat and feature) he will be put to the rear of the field.
- . Any cars violating the cone rule three times in one event (heat and feature) he will be disqualified from the race paid for last place and receive points accordingly.

## 10.6 Rough driving

10.6.1 Any driver guilty of rough driving as deemed by an FSCA Official will be paid for last place and will receive points accordingly.

## 10.7 Race line-up procedures

### Heat Races

Heats will be decided by FSCA Point Average, inverted with lowest percentage in the first heat races with highest percentage in rear of last heat. All cars with no standing with the FSCA and restricted members will take random draw at the back of the last heat.

Less than 16 cars-(2) 8 lap heat races + 5-lap Cash Dash + 25-lap Feature Race  
17 - 24 cars(3) 8 lap heat races + 5-lap Cash Dash + 25-lap Feature Race  
25 - 32 cars(4) 8 lap heat races + 12-lap B Main + 25-lap Feature Race  
32 - 40(5) 8 lap heat races + 12-lap B Main + 25-lap Feature Race

### Cash Dash

A five-car "FSCA promoter's choice" race will run five laps for \$100 or equivalent to win. If a B-main is run there will be no cash dash with the \$100 or equivalent going to the winner of the B-Main.

### B Main Procedures

Heat race transfers as follows:

4 heat races - top 4 from each heat race transfer to Feature all others to B-Main where top 8 transfer.

5 heat races - top 3 from each heat race transfer to Feature all others to B-Main where top 9 transfer.

B Main lineup will be set by finishing order of heat races. Heat 1 back.

### Feature Race

The feature race line-up will be decided by the driver's winning percentage (regardless of B-Main or Heat Race transfer) up to and including the heat races with the highest winning percentage starting in the rear.

# Section 11 – POINTS

11.1 Any FSCA member car participating in an FSCA sanctioned point event will receive points for heat and feature races. Points will be accumulated throughout the racing year with any driver finishing in more than 75% of the year's races being eligible for point's monies and awards.

11.1.1 Sponsor awards may require additional qualifications as per the sponsor.

11.1.2 To qualify for FSCA points, qualifying car must run FSCA stickers and sponsors stickers (i.e. Kreitz, JLP, Goodyear, World Products) on car at every race.

11.2 Points are awarded for finish place in races as follows:

<b>Heat Races</b>		<b>Feature Race</b>	
1 <sup>st</sup>	25	1 <sup>st</sup>	100
2 <sup>nd</sup>	23	2 <sup>nd</sup>	96
3 <sup>rd</sup>	21	3 <sup>rd</sup>	92
4 <sup>th</sup>	19	4 <sup>th</sup>	88
5 <sup>th</sup>	17	5 <sup>th</sup>	84
6 <sup>th</sup>	15	6 <sup>th</sup>	80
7 <sup>th</sup>	13	7 <sup>th</sup>	76
8 <sup>th</sup>	11	8 <sup>th</sup>	72
9 <sup>th</sup>	9	9 <sup>th</sup>	68
10 <sup>th</sup>	7	10 <sup>th</sup>	64
Etc.	Etc.	Etc.	Etc.

## **Section 12 - TOW MONEY**

12.1 No Tow Money for 2010.

# Section 13 - FSCA OFFICIALS & CONTACT INFORMATION

Florida Sprint Car Association	website	<a href="http://www.racefsca.com">www.racefsca.com</a>
Promoter	Otto Scrape	904-264-8677
Competition Director	Gary McCance	Home: 904-757-3897 Cell: 904-813-4297
Tech Director	Gary McCance	
Driver Director		
Pit Boss	Helene Scrape	
Webmaster	Gary McCance	<a href="http://www.racefsca.com">www.racefsca.com</a>