

2008 WBRA Mini-Sprint Rules

(Amended rules for 2008 are in red)

Chassis & Engine:

1. Roll cage: All cars will have minimum material and wall thickness as follows:
 - *1 1/4"OD 4130-N tubing .083 wall thickness
 - *1 1/4"OD DOM 1026 tubing .095 wall thickness
 - *1 1/4"OD mild steel tubing .120 wall thickness
2. Drivers minimum head clearance shall be no less than 3", measured from the top of roll cage to top of the helmet. If safety bar is added above the head, a minimum of 6" head clearance is required.
3. Bumpers and nerf bars are required, No sharp edges. Nerf bars cannot extend wider than the rear tires.
4. Wheelbase: Maximum of 72", measured center to center of axle.
5. Race gasoline and octane booster allowed. No nitro , nitrous oxide or **methanol** allowed.
6. Fuel tanks must be well secured to the frame behind the driver and under the body tailpiece of the car. **SFI approved fuel cell, no tail tank type fuel tank allowed. Tail tank with bladder is acceptable.**
7. Must have top wing, but shall not restrict the driver's line of sight to the front or side and may not extend past outside edge of rear tires. Maximum of 16 square feet for center section, 22" high X 52" Long right side maximum, 28" High X 52" Long left side maximum.No plywood or plexiglass allowed. Wing sliders allowed.
8. Steering wheel hub must be quick release type.
9. Complete firewall between motor and driver.
10. Tires: 12" Maximum width. Rim: 13" Maximum dia.
 - A. RR Tire must be either a Hoosier D15 or Harder or American Racer SD-38 or harder
11. Hydraulic brakes capable of sliding both rear wheels at racing speeds are required.

12. Final chain drive mandatory. Chain must be properly guarded. If the chain is located within the frame rails, the chain guard must be a minimum of 14 gauge stainless steel or 12 gauge mild steel and designed in a manner to completely shield and protect the driver and fuel tank. (if fuel tank is in line with the chain) It must be extend from the firewall to the rear of the sprocket on top and from the top of the chain to the floor pan and the firewall to behind the seat on the side of the driver, or both side if the chain is in the middle. The fuel tank must be protected in such a manner that the chain cannot puncture the tank if it is directly in line with the chain.

13. Engine size -

- A. Maximun 750cc stock 4 cycle inline engine
- B. No engines manufactured after Dec. 31st, 2003
- C. OEM Factory fuel injection allowed, **no aftermarket injection or injectors.**
- D. Naturally aspirated (carburetor or fuel injected)
- E. Race Gasoline or Unleaded Fuel Only, Octane boosters allowed No nitrous oxide , nitro-methane or **methanol** fuels.
- F. Aftermarket Carbs allowed
- G. All engines must be stock in stroke, OEM CDI Boxes
- H. No porting or polishing of any engine components
- I. This rule will be applied on a random basis. Two cars can be randomly picked each race night to have engine inspected by the tech inspector. If engine is found to be illegal by tech inspector, registered car number will forfeit all points and winnings for that night.
- J. Power Commanders are allowed.

14. Car weights

- A. All cars must weigh 900 lbs after the conclusion of any race including driver.
- B. Cars may add ballast. Ballast must be securely bolted to the frame. No wire, hose clamps, etc,. The top 3 cars in the heats may be weighed and the top 4 cars in feature WILL BE weighed.

15. On-board starting systems are required.

16. All cars should be equipped with a noise suppression system of a minimum of 95 decibels or below at 100 ft.

17. Lettering of the car number must be a minimum of 9" on the tail side and 12" on the top of the wing side panel.

18. No radios allowed.

Engine Claim Rule

1. To be eligible to claim, the claiming drivers must have raced last two consecutive races at Williston Basin Speedway.
2. Drivers allowed only 1 claim per event, regardless of claim outcome. Drivers claiming engine cannot claim ECU on the same night. No driver may claim same drivers engine more than once, ECU more than once during the calendar year. Driver being claimed is subject to only one claim per event. If multiple claims are made on the same drivers, engine claim takes precedence over ECU claim.
3. Each driver is entitled to (2) two claims per race season. If driver has made a claim and that driver gets claimed, then that driver gains back another chance to claim.
4. Top 4 feature finishers must report directly to claim area after scaling and are subject to claim by any other driver finishing 5th place on back in feature that is scored on the same lap as the 4th place finisher. Note: Only drivers of the cars and one pitmen are allowed in claiming area. Failure to report directly to claim area will result in disqualification and loss of money and points for the 1st infraction (all items are still claimable) will be treated as engine claim refusal 2nd infraction. (Exception: If car is involved in accident or rendered unable to report directly to claim area. Car should be taken to claim area.)
5. Drivers making claim must drive immediately after feature, under its own power, (not pushed or towed) through scale and onto the cement slab besides the scale. The claim amount is **\$500** US funds (CASH ONLY) and the cash must be in the drivers possession, not handed to the driver after the race.
6. Claim must be made to official immediately after the feature. Highly recommended only involved drivers and officials allowed in claim area and drivers remain in cars. No communications of any kind between drivers and anyone outside claim area.
7. Only driver may claim and only driver may agree to sell or refuse. In case of multiple claims on same item, drawing will be held to determine outcome. Claim is not charged to drivers not awarded item. If first eligible driver withdraws claim, next eligible driver will be awarded item.
8. Once claim has been made and accepted, the engine is not to be started by anyone. The driver being claimed has the option to taking the money or exchanging engines with claiming driver. If exchanging engines, then both cars should be pushed to where removal will occur.
9. Should any driver voluntarily withdraw a legal cash engine claim, they will be charged with claim and fined \$200. If exchanging engines option is chosen by claimed driver, claiming driver can not withdraw claim, if so, it will be treated as engine claim refusal.

10. Should any driver voluntarily withdraw a legal ECU claim, they will be charged with the claim and no penalty.
11. All claimed items must be removed at the track. Claimed items must be removed within a reasonable amount of time, at discretion of track officials.
12. Any sabotage discovered while removing claimed engine will result in same penalties as engine claim refusal in the division. Drivers are accountable for any sabotage, and will be responsible for all penalties as a result of sabotage. Claim will be disallowed and money returned to claimer.
13. Disqualifications of claimed or claiming driver will not affect legal claim. Claimed item will be removed and transferred prior to any penalties being assessed.
14. Unsportsmanlike conduct during any claim procedure will result in an immediate minimum \$100.00 fine and/or suspension.
15. Promoter may claim, for proper dollar amount, any claimable item at any time, unless that driver has made a legal claim in that event. Any promoter directly affiliated with a car in competition (at their track) forfeits rights of promoter claim. Driver claim takes precedence over promoter claim.

WHAT GOES WITH CLAIM

- A. Engine block, head, transmission assembly, (no front sprocket or front sprocket cover),
- B. Not included with claim: Headers, air box, injection system, throttle bodies, carburetors, wiring harness and ignition system.

CLAIM ON ECU

- A. \$100.00 claim on ECU, no exchange.

PENALTIES

1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for the feature and all points for calendar year.
2. Any driver refusing a claim, when claimed within rules, regardless of reinstatement with WBRA, loses right to claim any other driver for 12 calendar months from the reinstatement date.

3. First refusal will also result in driver being suspended for 30 calendar days from WBRA from the refusal date and until proper cash fine is paid to WBRA. Second refusal will result in suspension for one (1) year from refusal date and until proper cash fine is paid to WBRA. Third refusal will result in permanent suspension.
4. Engine and ECU refusal fines:
 - A. First refusal - \$1000.00
 - B. Second refusal - \$5000.00
5. All fines must be paid with cashier check or money order in US funds to WBRA before returning to competition. Track may also suspend car for duration of penalty.
6. Claim is not charged to claiming driver in case of refusal.

Driver Safety Requirements

ALL DRIVERS ARE REQUIRED TO HAVE THE FOLLOWING IN USE EVERY TIME THEY ARE IN THEIR CARS ON THE TRACK.

1. Snell SA95 full face helmet required **No Snell M certified helmets.**
2. Arm restraints, neck collar and gloves are required.
3. Racing shoes and NOMEX socks are recommended
4. NOMEX head sock or helmet skirt recommended
5. Approved double layer NOMEX fire suit required. Single layer with full NOMEX underwear is acceptable.
6. Fire extinguisher required for each car in the pit.
7. Safety director reserves the right to disqualify any car judged to be unsafe until corrections are complete and re-inspected.
8. Radiators, oil coolers and batteries must be located in a shrouded area outside the drivers compartment. No mounting of the radiator behind the driver.
9. 3" wide, 5 point safety restraints, no older than 3 years.
10. Cage net required on right side, by helmet.
11. Roll bar padding must be the high destinty (bead-all) type and must be securely attached to the roll bars above the drivers head to the sides and rear.
12. Battery tied down and covered.
13. Carburetor or injection return springs required (minimum of 2)
14. Bolts in front end steering arms safety wired (Doemelt type only)