



2014 Rules and Regulations

RULE BOOK DISCLAIMER:

These rules and/or regulations 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 Auto Value Bumper to Bumper Super Sprints Series will hereafter be referred to as AVBBSS.

Sections:

- I. Car Restrictions
- II. Car Specifications
- III. Safety and Driver Restrictions
- IV. Program Procedures
- V. Race Procedures and Rule Applications
- VI. Alcoholic Beverage and Illegal Drugs
- VII. Rookie Program
- VIII. Miscellaneous
- IX. Point System

I. Car Restrictions

A. Muffler

1. Mandatory at all events
2. Mufflers are to remain unaltered. * NOTE: There is a one race allowance for new members to purchase the required mufflers. Any muffler that is used must have noise readings under 100dB, as measured by local authorities at all times. Non compliance will result in a disqualification until the car is made legal.

B. Weight

1. Car must weigh at least 1,600 pounds with the driver at all times.
 - a. Added weight must be bolted to and within the confines of the frame rails. Added weight must be securely fastened. No filling of nerf bars, bumper or other tubular parts of the car is allowed.
 - b. Cars will be weighed at the post race inspection, immediately following the feature event. Crew will remain clear of their cars until the inspection has been completed by the AVBBSS inspection team.
 - c. AVBBSS scales will be used unless otherwise specified by the race director.
 - d. The top three finishers will be weighed and additional cars could be randomly checked after the feature race.
2. Penalties
 - a. The penalty for not making weight includes:
 1. Loss of all points earned the night of the infraction
 2. Loss of all monies earned the night of the infraction
 - b. Penalty for interfering with the inspection process includes:
 1. If the infraction is a crew member interfering or getting too close to the inspection crew, a \$100.00 fine will be imposed upon the team the crew member represents and will be deducted at event payout.
 2. If the infraction involves a crew member making physical contact with the car before the inspection process has been completed, the car becomes subject to immediate disqualification, at the discretion of the AVBBSS Race Director.
 3. Failure to report directly to the scales will result in a \$100.00 fine for the first infraction. A second infraction will result in disqualification for that race event.

C. Engines

1. Steel and aluminum blocks are allowed.
 - a. Overhead cam engines are prohibited.
 - b. Engine size is limited to a maximum of 410 CID
2. Engines must be mounted in line with the driver. The driveline must pass beneath the driver on center, through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
3. Standard Vertex style magnetos with internal or external coils, as well as MSD ignition is allowed in 2014. * **AVBBSS reserves the right to randomly exchange owner MSD central ignition boxes for AVBBSS owned boxes. Owner boxes will be inspected by AVBBSS officials and then returned.** Magnetos and coils must remain as a point/condenser style magneto. **NO SPECIAL BUILT MAGNETOS ARE ALLOWED.** Only standard Vertex internal parts are allowed.
4. Electronics that provide traction control are prohibited. All electronic components may be inspected, sealed or confiscated by AVBBSS at any time. The penalty for utilizing traction control is a one year suspension and loss of all points earned for the season.
5. The use of electronic logic processors to control any function of the race car, and/or system for continuous gathering of data from any function of the race car is strictly prohibited.
6. A throttle kill switch is required for the car and driver's safety. **NO EXCEPTIONS!**

7. Penalties for an oversize engine or refusing inspection include:
 - a. Loss of all points for the season
 - b. Forfeiture of all earning for the event.
 - c. A fine equal to the amount of the forfeiture. Fines MUST be paid before competing in another AVBBSS event.
 8. The top three finishers, or the top two finishers and one random race car, may be pumped. Cars can be pumped before the races, by appointment. Once a car is pumped, they are to be sealed and tagged. Two intake manifold bolts must be drilled to allow for the engine to be sealed by the AVBBSS official.
 9. Protests
 - a. A protest fee of \$250.00 must be submitted to an AVBBSS official before the inspection.
 - b. The fee will be returned if the engine is found to be legal.
 - c. The protestor must be present at the time of the inspection.
- D. Drivelines
1. All drive shafts must be completely surrounded (360 degrees) by proper tubing. No buckley style drivelines.
 2. A metal torque tube hoop is mandatory; it cannot be altered in any way.
 3. Maximum 1 u-joint must be located at the front of the driveline closest to the engine.
 4. A driveline safety strap type device (to ensure torque tube stays in place in case of breakage) is required. NO carbon fiber torque tubes will be allowed.
- E. Fuel
1. Alcohol only.
 2. Fuel additives of any kind are PROHIBITED.
 3. Fuel to be tested at random by the AVBBSS officials.
 4. Penalties for use of illegal fuel or refusing inspection.
 - a. Loss of all points for the event.
 - b. Loss of all earnings for the event.
 - c. \$200.00 fine must be paid before competing in another AVBBSS event.
- F. Aerodynamic Devices
1. Top Wing: Must be on the car at all events. Competing without wing requires the AVBBSS Race Directors approval before racing.
 - a. Wing must have the car number displayed legibly on both sideboard surfaces, and on the top surface of the wing.
 2. Top Area
 - a. Center foil size of 25 square feet with the maximum width and length of 5 feet. Center foil must be square or rectangle in shape with all four corners set at a 90 degree angle.
 - b. May not extend confines of a line parallel to the outside of the rear tires.
 - c. The top wing may be adjustable in the cockpit y the driver. Other than the slider mechanism, moving parts will not be allowed on or in the foil structure. Only one slider mechanism is permitted on the top wing, which allows forward and backward adjustment. There may be NO side to side (lateral movement) from the cockpit.
 - d. Sideboards must be no longer than 30 inches tall and 75 inches long. Side panels must be fabricated flat. Turn outs on all edges of the wing must not exceed 1 ¼” x 1 ¼” and must be a 90 degree angle to flat portion of the side panel.
 - e. Split, stepped or bi-wings are not permitted.

- f. Center foil must be fully sheathed in aluminum. Vent holes, dimples, ridge and or any other fabricated modification will not be permitted anywhere on the wing. No carbon fiber construction is allowed on center foil.
- g. No alterations of a standard manufactured wing, including but not limited to wedges, foils, rudders or air veins are allowed.
- h. The underside of the wing must appear to be a continuous arc, (no recesses, concaves or protrusions).
- i. Wickerbill 2 inch maximum. Measured from the top surface of wing.

3. Nose Wings

- a. Top Area may not be larger than 6 square feet.
- b. Width may be no wider than 36 inches.
- c. Side boards must remain square with no added aerodynamic devices or kickouts.
- d. Shall not extend beyond the front bumper. The front bumper may not extend forward more than 28 inches from the front axle.
- e. All four corners of center section must be 90 degrees.

4. Side Shields

- a. Cockpit side shields will not extend rearward beyond the rear roll cage.
- b. No other devices are allowed.

5. Body panels cannot extend beyond the frame rails.

G. Shocks

1. No shock absorbers or other ride controlling or dampening devices that can be adjusted while the race car is in motion are allowed (except for the top wing). Only adjustable items from the cockpit are the top wing (front to back movement), brake bias adjuster and dial a jet fuel adjuster.
2. All such devices will be removed, disabled and approved by the AVBBSS officials.

H. Traction Control Devices

1. Traction control devices of any kind are not permitted, at any time, at any AVBBSS event.
2. Any team found with a traction control device will be automatically disqualified from that event. Additional penalties, including suspensions and/or fines may be levied by the AVBBSS officials.

I. Tires

1. All four tires must be Hoosier Racing Tires:

- a. Left Front: 2010 or M45
- b. Right Front: 2045 or M45
- c. Left Rear: 2020 or M20 or M30
- d. Right Rear: M40

2. Tire rule may be changed with advanced notice for the safety and financial benefit of race teams.

3. Changing any tire at any time during a race event will result in the car restarting at the rear of the event.

4. The right rear tire used for qualifications will also be the tire the car starts the feature on with the exception of a one tire per night rule, where that tire must also be used in the heat races as well

5. Any car starting on a non-qualifying tire must be approved by the AVBBSS Race Director and will start last.

6. Any solvents or any chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited.
7. A right rear tire may not be removed from the car for any reason after the car has qualified. If the tire is to be removed, an AVBBSS official must be present to observe and approve any changes that are made. This applies on the one tire per night racing events.
8. The one tire per night rule applies to all races except Toledo, OH; Grundy, IL; Winchester, IN and all races in California.

II. Car Specifications

- A. All cars must be the open wheel, open cockpit type.
 1. All cars must have tubular front bumper and nerf bars. The front part of the body, known as the nose assembly, shall not be wider than the parallel lines of the main chassis and may not extend forward more than 28" from the front axle. This includes the front bumper.
 2. The engine, driveline and rear axle center section must be mounted on the chassis center line with a .5" variance (one inch overall) at a 90 degree angle to the chassis in a vertical position. A maximum of one degree of variation will be allowed as measured from the crankshaft center line. The driver may not be positioned beside or in front of the engine and driveline must pass between the driver's legs. Car utilizing a front torsion bar suspension may not have the bars mounted below the horizontal center line of the front spindles.
 3. Tubular front axles must incorporate the spool wrap around design in their construction. Independent suspension systems are not allowed.
 4. The front wheel width is limited to a maximum of 10". The rear wheel width is limited to a maximum of 18".
 5. All cars shall be rear wheel drive only. The rear axle offset shall be determined by measuring from the farthest portion of the wheel to the center line of the rear axle assembly. The maximum distance allowed is 43". The total overall width is 78", front and rear.
 6. Wheelbase must be a minimum of 84" and a maximum of 92".
 7. Nerf bars cannot extend beyond the outside width of the tires. (Right side nerf bar cannot extend beyond the outside edge of the right rear tire).
 8. Hoods cannot be constructed in such a way that they can be used as another wing or down pressure device. Illegal hoods will be at the discretion of the AVBBSS director.
- B. Frames
 1. No aluminum frames will be allowed. Frame must be constructed using chrome-molly tubing. A .095 minimum thickness on main cage surrounding the driver is required.
 2. The maximum width of the main tubes as measured from the bottom of the rear motor plate (bottom frame rail) 30" vertical will be no wider than 31".
- C. Body Style
 1. Sprint car type body and tail only with belly pans under the engine and driver's area.
 2. No tire enclosures of any kind allowed.

III. Safety and Driver Restrictions

- A. Mandatory items required include:
 1. Fuel Bladder
 2. Quick release steering wheel
 3. Nomex Underwear must be worn when racing

4. One piece driving suite, with a minimum of two layers
 5. Nomex Gloves must be worn when racing
 6. Full faced helmet must be worn when racing. Helmet must be 2005 Snell approved or newer
 7. Arm restraints must be installed
 8. Five point harness seat belts must be installed in the race car. Seat belts can be no more than three years old. Shoulder harnesses must be mounted to the frame of the race car, at the shoulder height of the driver.
 9. A throttle kill switch must be installed and enabled in every car.
 10. One way radios that enable the driver to hear the AVBBSS officials must be used in all race cars. Radio frequency is 454.000, (Channel 000 on race receiver radios) unless otherwise directed by the race director.
- B. Items Suggested by AVBBSS:
1. Side head rest in race car
 2. Roll bar padding
 3. Horse collar or a head/neck restraint
 4. Three layer driving suite, with the option of Nomex underwear
 5. Use of a full

IV. Program Procedures

- A. Qualifications
1. Hot lap sessions will be determined by the AVBBSS Race Director.
 2. Qualifying order will be drawn by number. Groups will be divided as equal as possible. Group qualifying orders will be followed as close as the event will allow. If a driver misses his or her groups qualifying, the driver will only be allowed one lap.
 3. In the event that time does not permit qualifications, all heat race starting positions will be based on current point standings with inversion.
 4. Cars arriving after AVBBSS qualifying has ended will not be allowed to qualify.
 5. Non-qualifiers will start at the back of all events.
 6. Each competitor will receive two consecutive laps, with no spin out or wave off allowance.
 7. If a competitor sets a new track record, the engine of the record setting car will be pumped for cubic inch requirement, at the end of the night before the record is official.
 8. The above procedures may be altered by the AVBBSS Race Director.
- B. Heat Races
1. Under normal circumstances, all heat races will be aligned in a staggered and inverted order with six cars being inverted in each heat race.
 - a. Cars finishing in the top five of their heat race, and on the lead lap, will receive their qualifying times back for the A-main.
 2. Any car not finishing in the top five, and on the lead lap, will be lined up behind all cars that finished in the top 5, and on the lead lap. These cars will be lined up by their qualification time.
 - a. Non-qualifiers will start at the discretion of the AVBBSS Race Director.
 - b. Number of heat races and number of cars transferring to A-main will be dependent on the total number of cars.
 - c. The above procedures may be altered by the AVBBSS Race Director.
- C. B-Main

1. Cars not qualifying for the feature through heats will run the B-Main, getting their times back. No inversion.
2. DNQ's will start last in B-Main and feature.
3. Cars advancing to the feature get their qualifying times back, but start behind cars that finish in the top 5 of their heat race and on the lead lap.

D. A- Feature

1. Lineup determined by finish of preliminaries and qualifying times with invert determined by the draw. Fast time will draw the feature invert after the heat races.
 - a. In the event there is no qualifying or that no heat races were run, the feature will be set by the current point leader, rolling the dice for the invert. The rest of the field will be set by points standings. If no qualifying is done but heat races are run, the winner of the first heat will draw. Scratches will be filled from B-Main. NO EXCEPTIONS!
2. The above procedures may be altered by the AVBBSS Race Director.

E. Driver/Car Change

1. Pertains to all races, except the A-Main
 - a. A driver can change cars and run the event for which the car is qualified (MUST start last)
 - b. A driver and/or car will run one heat race only.
 - c. If a driver qualifies in more than one car, points will be awarded for only the last car qualified.
 - d. A car can be qualified by only one driver.
2. A-Main
 - a. A car and driver must have earned a starting position. It could be a different car and driver, but they both have to have earned starting positions.

V. Race Procedures and Rule Applications

A. Race Starting Procedures:

1. After two unsuccessful attempts to start a race, a single file restart will be used.
2. Competitors will start or restart of their respective event if they go to the pits for any reason, or if they stop for any reason not listed below:
 - a. For a red flag they did not cause
 - b. Being stopped on the track by an AVBBSS official
 - c. You can stop on the track near an AVBBSS official if your seat belts come loose or you have any other safety concern.
3. Disqualification can occur if you work on a car on the track, or in an area that would prevent a safe restart. Disqualification can also occur if you are not ready to restart when AVBBSS officials give the one to go signal.
4. Competitors will be allowed two assist starts per event in which they are in. Getting pushed off does not constitute as an assisted start.
5. Crew members are not allowed on the track when a yellow flag is out. Crew members cannot check a car on the track. Inspection of any car by the crew must occur in the pits, unless they are stopped by an AVBBSS official.
6. If the car and driver can be on the track and ready to race before the on lap signal is displayed, they will be allowed to start at the rear of the racing field.
7. Drivers will be penalized two positions (on the available restart or at the finish of the race)

- a. The pole car (inside or outside) picks up speed before the designated starting spot on the track.
- b. A competitor that jumps on any start or restart will be penalized a minimum of two spots. If you jump more than one car you will be scored as the last car on the lap you complete.
8. Jumping: Any part of your car even with any part of the car in front of you before the lead cars have reached the designated starting spot.
9. Single file restarts, the cars must be nose to tail.
 - a. Regaining the proper starting position before reaching the designated starting point does not erase the jump.
 - b. Driver has two laps to fall into the proper position after being notified by radio or white board. Drivers will be black flagged after two laps.
 - c. Competitors should consider that jumping is a judgment call and is not reversible. The call is made by the perspective of the AVBBSS officials.
10. Thirty yellow flag laps after the first green will constitute a fuel stop, unless otherwise directed by the AVBBSS Race Director at the drivers meeting.
11. Any car that causes a yellow flag to be flown will restart the race at the tail.
12. In the event that a red flag is displayed, no one shall enter the track without approval of the AVBBSS officials. A car will be subject to disqualification if any member of their crew enters the track without approval.
13. In the event of an open red flag, crews will be allowed on the track.
 - a. No more than two crew members per car are allowed on the track.
 - b. No jacks, or any other type of lifting devices are allowed on the track.
 - c. Removal or replacement of any part on the car must be done in the pit area only. Any car that leaves the racing surface during a red flag, will restart at the tail.

B. Decal Requirements

1. All participants must display required decals as described by the AVBBSS organization to be allowed to compete.
2. Contingency sponsors
 - a. To be eligible for contingency sponsorships each participant must follow the requirements for each company, i.e. decals, patches, product, etc. These requirements will be provided by AVBBSS.

C. Fighting

1. Not allowed anywhere near or in the pit area or race track.
2. If drivers or pit crew are caught fighting fines include:
 - a. First offense: \$250 fine
 - b. Second offense: \$500 fine and a three race suspension
3. Any physical contact with an AVBBSS official or a track official will be penalized with:
 - a. First offense: \$500 fine and a three race suspension
 - b. Second offense: \$1000 fine and a permanent suspension from any AVBBSS sanctioned or co-sanctioned events

D. Verbal Abuse

1. Any competitor that verbally abuses a series official by using profane and/or disrespectful language is subject to the following fines:
 - a. First offense: \$500 fine
 - b. Second offense: \$750 fine and a one race suspension

- c. More than two offenses will be subject to a minimum one month suspension. AVBBSS officials will determine the weeks of suspension.
- 2. The above penalties are to be considered a basic guideline. Additional penalties can be considered depending on the severity of the infraction.
- E. Penalized members are considered suspended until all fines are paid in full. Suspended individuals will be suspended from all AVBBSS events.

VI. Alcoholic Beverages and Illegal Drugs

- A. Use of any illegal drugs before, during or after racing on the track premises is PROHIBITED!
- B. The consumption of alcoholic beverages before the entire race program has been completed is prohibited.
- C. Penalties:
 - 1. Suspension from a minimum of five AVBBSS events
 - 2. A minimum \$500 fine, which must be paid before returning to the pits for any AVBBSS event.

VII. Rookie Program

- A. To be eligible for rookie status you must:
 - 1. Have not run more than 25% of the races with AVBBSS on pavement.
 - 2. All rookie points will coincide with the standard AVBBSS point system.
 - 3. ALL rookies will start LAST in all events the first night of racing.
 - 4. Rookie is defined as a driver who has little or no 410 sprint car experience.
 - 5. The final decision will be made by the AVBBSS Race Director.

VIII. Miscellaneous

- A. Practice
 - 1. Any team found practicing at a race track within fourteen days before an AVBBSS race will be fined \$500.00 and will start last in all events if it was not an open practice to all teams.
- B. All Terrain Vehicles (Push Vehicles)
 - 1. Any vehicle used for pushing sprint cars must have the car/team number displayed on the side of the vehicle. Vehicle can only be used for the purpose of pushing sprint cars. Unsafe operation of push vehicles will not be tolerated. No ATV or other push vehicle will be allowed on the race track without prior approval of AVBBSS officials.
- C. Age Requirements
 - 1. Drivers must be at least 16 years of age. Any underage driver must have written authorization from the track you are competing at, and must provide it to the AVBBSS Race Director before you will be allowed on the track.
- D. Provisionals
 - 1. One provisional starting position will be offered at each event.
 - 2. Car owner with highest percentage of races competed, with a minimum of 80% attendance, will be offered the provisional. If more than one car owners has the same percentage, car owner points will be used.
 - 3. Cars will start at the tail end of the field.
 - 4. Car owners, who accept to use a provisional, will “buy” their way into the A-Main. The difference between tow money and A-Main start money will be subtracted at payoff.

5. Maximum of two provisional may be used per car, per year.
6. For the first five events of the year, provisionals will be awarded based on the final 2013 owner point standings.

IX. Point Standings

- A. Points are accumulated for car owners and drivers.
- B. Car owners and drivers must both be registered members with AVBBSS to earn points.
- C. No points will be accumulated until the AVBBSS membership has been paid in full. **NO EXCEPTIONS!**
- D. If a driver/car change occurs after the first event, owner points will only be awarded to the original owner. First event is the hot lap session.
- E. 25 “Show Up” Points
 1. Will be awarded to any car attempting to compete
 2. In the event of a rain out, show up points will only be awarded if the car is signed into the pits and ready to race.
 3. If a car comes to an event and is unable to take the green flag to start the feature, no feature points will be awarded. Points accumulated up to that point will be given, (show up, qualifying and heat points). Last place money will be paid if the field is not full.
 4. During the 2014 Racing Season, any driver/owner who is participating in the points race challenge for the season can remove their worst three finishes from the points challenge. This will offer some flexibility, yet allow for a very competitive points challenge.
 5. There will be an additional 50 point bonus offered for participating at three venues in the 2014 season. Those venues are: Kalamazoo, MI (June 7), New Paris, IN (July 12) and Sandusky, OH (September 28). Every car participating in these three races will be awarded an extra 50 points per race. This will go towards the year end points total and could potentially add 150 points to the totals.
 6. The races taking place in California will **NOT** count towards the 2014 points race challenge.

******* DISCLAIMER *******

**The Auto Value Bumper to Bumper Super Sprints Directors
reserve the right to change and alter these rules
at any time during the 2014 year.**

F. Heat race, B-Main, A-Main: (B-Main points are awarded to the first car not transferring to A-Main)

<u>Finish</u>	<u>Qualifying</u>	<u>Heats</u>	<u>B-Main</u>	<u>A-Main</u>
1	10	6		50
2	9	5		48
3	8	4		46
4	7	3		44
5	6	2	21	42
6	5	1	20	41
7	4	1	19	40
8	3	1	18	39
9	2	1	17	38
10	1	1	16	37
11	1		15	36
12	1		15	35
13	1		15	34
14	1		15	33
15	1		15	32
16	1		15	31
17	1		15	30
18	1		15	29
19	1		15	28
20	1		15	27
21	1		15	26
22	1		15	25
23	1		15	24
24	1		15	23