

# AMERICAN MINI SPRINT ASSOCIATION 2010 OFFICIAL RULES & REGULATIONS

The following rules and regulations shall supersede all previous rules and regulations published.

## **BYLAWS**

A.M.S.A. is a Limited Liability Corporation created solely for the purpose of promoting a 1200cc class of Mini Sprints in the Midwest. Whereas all owners and members will strive to uphold to it's highest level the respectability and standards of excellence for the Association. Whereas all members will strive to follow all rules and regulations set forth by the Administrators.

## **ORGANIZATION**

A.M.S.A. currently consists of one Administrator responsible for the A.M.S.A. Association. The Administrator is Jerry Tague. Jerry Tague may be reached by telephone 765-589-3045 or by mail at 4507 Marimak Drive, Lafayette, Indiana 47905. Current cell phone number is 574-870-2290.

## **COMPENSATION**

The following shall be compensated from the A.M.S.A. operational funds or as part of the track agreement:

Administrators ~ Pit-pass and reimbursement for supplies, long distance calls, and expenses etc. as deemed necessary.

## **MEMBERSHIP**

The driver must be an American Mini Sprint Association (A.M.S.A.) Member or a registered Guest to compete at any race. The one exception is any Nationals race. An entry fee will be required for the Nationals but you do not have to be an A.M.S.A. member or guest.

A.M.S.A. Championship points will **NOT** be awarded for the Indiana Nationals race.

*Membership Dues for 2010 shall be as follows:*

- **DRIVER MEMBERSHIP - \$ 85.00**
- **Only A.M.S.A. members are eligible for the points fund awarded at the annual banquet. To receive points fund money, you must be in attendance at the banquet.**
- **A driver may elect to pay his/her membership at \$20.00 each night for five (5) nights and at that time he or she will become a member.**
- Each driver (member or guest) will be required to pay an Event Fee at each A.M.S.A. sanctioned event except for the Indiana Nationals. The event fee will be \$15.00 for members and \$20.00 for guest.

*Registered Guests (Non-members) may compete with A.M.S.A. as outlined below:*

- \$25 Guest Fee each night of racing for (5) races. After the 5th race, full membership status shall be granted.
- **POINTS SHALL NOT BE AWARDED UNTIL MEMBERSHIP IS PAID IN FULL. Points shall not be retroactive.**
- The importance of accumulating points and membership is the Championship Point's fund which will be awarded to the top **10** points finishers at the season end banquet.

### A.M.S.A. ROOKIE

An A.M.S.A. **ROOKIE** is defined as a driver who has never driven a 1200cc mini-sprint in more than three feature races in any previous year and must be a member of A.M.S.A to be called a rookie. Rookies are required to display a "rookie flag" on their car for a probationary period (usually three features) until the Administrator determines the driver is proficient enough to remove it. Administrator, Jerry Tague may waive the rookie probationary period for any driver.

The Administrator, Jerry Tague, may approve a driver under the age of 16. If the driver has sufficient open wheel experience, they may be approved. Underage drivers must have a legal waiver on file with each track and on file with **A.M.S.A.** Track rules supersede **A.M.S.A.** rules.

### GENERAL RULES

- All members of this association are expected to become familiar with rules and regulations and shall conduct themselves accordingly.
- Participants are responsible for the actions of his/her pit crew.
- The use of drugs and/or alcohol, by participants or their pit crew, is NOT permitted at any time during any A.M.S. A. sanctioned event.
- A fire extinguisher is required by each car in the pit area and should be located for easy access. A minimum of 5 lbs dry powder type fire extinguisher is best.
- You must be at the event and sign yourself in to get any points. No one else can sign you in.
- You must be a member of the A.M.S.A. to receive any points.
- If you change drivers during an event, you do not receive any points for yourself, because you are not the driver during the event.
- If you change cars during the race, you will have to go to the tail of that event, and you will **NOT** receive any points, just your money that is due to you.
- If your car was disqualified, with you as the driver, you can't change drivers and try to race the disqualified car; *IT WAS DISQUALIFIED.*

### TECHNICAL REGULATIONS

#### **Motor**

The motor must be a 4-cycle motorcycle engine with 1205cc maximum, and must be self-starting by the driver while seated. Cars can only be pushed to start in case of mechanical failure with approval by Jerry Tague for that event. It must be corrected by the next event.

Naturally aspirated carburetors or fuel injection.

NO aftermarket cases, cylinders or heads. NO stroke or destroke cranks allowed.

Maximum 6" offset-measured from the centerline of motor and centerline of frame.

You cannot run a stroker crank.

NO ZX12 motors will be allowed.

**WE WILL TECH MOTORS.**

## Chassis

Roll cage must be a minimum of 1 1/4" OD x .095 wall 4130 N tubing preferred or 1-1/4" OD x .120 wall mild steel tubing.

Driver minimum head clearance 3" measured to the top of the cage.

Wheelbase: Minimum 66" and Maximum 72".

Car appearance to resemble a sprint car with special emphasis on hood and tail.

Driver's feet must be behind the motor.

Hydraulic brakes capable of sliding both rear wheels are required.

Steering gear mandatory with rack and pinion steering allowed.

**Fuel tank must be well secured behind the driver and under the body tailpiece of the car. Tank and bladder is highly recommended. We will accept a plastic tank under the tail. Metal and aluminum tanks are not allowed nor are tail tanks.**

Bumper and nerf bars required. Nerf bars cannot be wider than tires.

Final Chain Drive is mandatory. Chain must be properly guarded. If the chain is located within the frame rails, the chain guard must be minimum 14-gauge stainless steel, .080 Alum. or 12-gauge mild steel. The design must completely shield and protect the driver and the fuel tank from the chain. The guard shall 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 sides in such a manner that the chain cannot puncture the tank if it is directly in line with the chain.

## Radios

Radios are **MANDATORY** to talk to track officials ONLY. NO PIT communication. You may buy or rent them, but you will have to buy your own head set then you can rent or buy the radio.

## Fuel

Alcohol or gasoline fuel only - Nitro or Nitrous Oxide is **NOT ALLOWED**. Fuel may be randomly checked and if found illegal, you will be disqualified for the night. No points or monies will be awarded for the night. ALL MOTORS ON ALCOHOL have to weigh 970 lbs car and driver. ALL MOTORS ON GAS have to weigh 900 lbs. car and driver. See *Car and Driver Weight for more information.*

## Wheels & Tires

Wheels must be 13" diameter only. Tires are to be a minimum 62" circumference and a maximum of 84".

*The following will be strictly enforced the 1st night of racing.*

- Hoosier D-15 or SP-2 or harder
- American Racing SD-38 or harder

### **Car and Driver Weight**

The weight of the car at the conclusion of any race must meet one of the following requirements:

- Stock 1000cc--stock, bore, and stroke on GAS must be a minimum of 900 lbs car and driver.
- Stock 1000cc--stock, bore, and stroke on ALCOHOL must be a minimum of 970 lbs car and driver.
- Anything else up to 1205 must weigh a minimum of 1040 lbs car and driver.

Cars adding ballast must securely bolt the ballast to the frame. This is for your own safety and the safety of other drivers. Ballast will be inspected by an A.M.S.A. official.

### **Add-on Weight**

We will check the weights to make sure they are safely placed attached to the car. You must have them bolted to the chassis, you CANNOT use hose clamps or plastic ties to hold them on the car. You will be inspected, if you need to add weights, by an A.M.S.A. official. This is for your own safety and the safety of other drivers.

### **Wings**

Wings - the top center section cannot exceed 16 square feet. The total area of both sideboards shall not exceed 23½ square feet. All cars must start the racing program with a top wing. A front nose wing is allowed. A.M.S.A. recommends a maximum area of both sideboards not exceed 19 square feet.

### **Mufflers**

Mufflers will be **MANDATORY** at all A.M.S.A. events. Mufflers must be approved for racing and securely fastened to the car.

## **DRIVER SAFETY REGULATIONS**

1998 or newer, Snell approved, full-face helmet.

Approved fireproof suit with Nomex underwear and head-sock is **HIGHLY** recommended.

3" lap and shoulder harness required, sub-belt required. Belts must be attached to car in safe manner as approved by Administrator, Jerry Tague. Belts cannot be over three (3) years old. Arm restraints are required. Neck collars are required unless a Hans or Hutchens device is INSTALLED.

Driving shoes and gloves are **HIGHLY** recommended.

A kill switch is required to be within driver's reach with arm restraints on.

A fire extinguisher is required for each car in pit area.

## **TRACKS, SCORING & TECHNICAL INSPECTION**

Any fighting, unsportsmanlike conduct, alcohol and/or illegal drug consumption by a driver or any member of his/her pit crew will result in immediate suspension of that driver for the **remainder of the racing season.**

The space in a pit area occupied by a driver is his/hers for the race. You are not allowed to enter that space unless you are invited to do so.

At each event after you enter the pit area, you must sign in with A.M.S.A. promptly, draw a pill for your starting position, and pay your event fee. All drivers must sign in by **5:30 p.m.** or will be put on the tail of the heat race. **THIS WILL BE STRICTLY ENFORCED IN 2010.**

When signing in at the A.M.S.A. area, you must declare your car number. Any driver that changes cars after the start of the event will earn **NO POINTS** and will start on the tail, but will get monies due to him. You must be at the event when signing in to get your points. If the event is rained out and you have signed in, it is good for the next event at the track that was rained out only.

Track rules and polices will be enforced. **TRACK RULES SUPERSEDE A.M.S.A. RULES.** All tracks will be asked to have a representative speak at the A.M.S.A. driver's meeting if a separate meeting is held. Otherwise your attendance at the Track's driver's meeting is **MANDATORY.**

The Top (6) qualifiers will be inverted in each heat.

Top Finishers in each Heat (number depends on number of heats) will get qualifying times back to determine position for the Feature.

### **B-MAIN**

- There must be at least (4) cars that do not transfer to the Feature to hold a B-Main.
- B-Main lined up according to position finished in the Heat, unless qualifications were held.
- If qualifications were held, B-Main will be lined up according to qualifying time.
- B-Main races are not subject to invert pill.
- No points are awarded for B-Main races.

### **FEATURES:**

All features are subject to invert pill 1-8 (depending on size of track) to determine number of cars inverted. Features are lined up according to your finish in the heats. If you did not finish your heat race, you will be lined up behind the cars finishing their heat races. You must take the green flag to receive awards money and points for the feature. Any disputes in your scored position must be addressed within 10 minutes of the checkered flag. Once payoff begins all scores are final. The track score sheets are the official documents. Any disputes will not be resolved by track scoring until all Feature races are complete.

## **POINTS AWARDED:**

### POINTS GO WITH DRIVER

Registration – Earn 10 Points

Heat Finishes – Earn points by position

Feature Finishes – Earn points by position

- You must be at the event and sign yourself in to get any points. No one else can sign you in.
- You must be a member A.M.S.A. to receive any points.
- If you change drivers during an event, you do not receive any points for yourself, because you are not the driver during the event.
- If you change cars during the race, you will have to go to the tail of that event, and you will **NOT** receive any points, just your money that is due to you.

## **PAYOFF:**

ALL MONIES ARE TO BE COLLECTED AT THE A.M.S.A. TRAILER AFTER THE FINAL SCORE SHEETS ARE RECEIVED FROM THE TRACK. THE FEATURE RACE WILL NOT EXCEED 24 CARS. WE ONLY PAY \$500.00 TO WIN, IF THERE IS 20 CARS OR MORE.

## **PROTEST**

Only the race officials or a driver/car owner of a car can protest another car in his/her class. You must specify the part of the car you are protesting (i.e. motor, frame, etc.). A **\$500.00** cash protest fee is required. The protest fee must be given to the Administrator within 10 minutes of the completion of the Feature.

The Administrator will inspect the car to determine legality of the car. The driver/owner is responsible for removing parts to be inspected. If the car is legal, the driver/owner of the protested car will keep the protest fee. If the car is illegal or inspection refused the driver/owner will lose points and awards money for the event and will be suspended for the next two events. The protest money will go to A.M.S.A.

**ALL CARS MUST BE IN STAGING AREA AND LINED UP CORRECTLY FOR THEIR RACES AS YOU PULL ONTO THE TRACK. THIS POLICY WILL BE STRICTLY ENFORCED. IF YOU ARE NOT IN LINE, YOU WILL BE PLACED ON THE TAIL OR REFUSED ENTRY TO THE RACE.**

Excessive or flagrant jumping of starts, rough driving, or unsportsmanlike conduct on the track may result in disqualification and loss of points and awards money for the night.

If your car was disqualified, with you as the driver, you can't change drivers and try to race the disqualified car; *IT WAS DISQUALIFIED*.

If running under A.M.S.A. Rules and a yellow flag is thrown on the first lap, a complete restart will ensue. This pertains to heat races, dashes, and features. After one lap is completed, and a yellow flag is thrown, scoring will revert back to the last completed lap.

Lapped cars must retain their position on the track. If you choose to drop to the back of the field, pull out and let the cars go around you and then pull back in line.

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If any driver spins twice in any one race, they will be black flagged and sent to the pits.

If a red flag is thrown, you must stop on the track immediately.

During red flag conditions, you cannot work on a car including refueling or adding oil to the motor.

The black flag will be pointed as a warning. If the black flag is waved at you, you must exit the track as safely as possible.

If you exit the track or pull in the infield during a race, you may not re-enter the race and scoring will cease when you pull in the infield or pits.

Jerry Tague, Administrator, may inspect any car at any time to determine legality of motor, weight, car, fuel, or safety equipment. Any illegality will result in disqualification, loss of points and awards money for the race.

## **RACE FORMAT & SCORING**

### **HEAT RACES:**

The Official Line-Up will be posted immediately following Hot Laps. If a car is unable to make the assigned Heat race, the cars behind the missing car shall move forward one position. Any car unable to start his/her assigned race must notify the A.M.S.A. trailer immediately.

### **Draw for Position:**

The Heat Line-up will be lowest pill number drawn in the first heat, second lowest in the second heat, etc. until all numbers are assigned a heat. The total number of cars registered determines the number of heats. If there is an uneven distribution of cars for the Heat Races, the extra car will go to the 1st Heat, and if applicable, the next to the 2nd Heat. Any late entries will go to the tail of the last heat.