

2019 MIDWEST SPRINT CAR SERIES RULES

INTRODUCTION

IMPORTANT - The following specifications have been prepared by the Midwest Sprint Car Series (MSCS) as guidelines for the operation of a competitive sprint car series.

No warranty or safety is expressed or implied as a result of this publication of rules. These rules are intended as a guide and are in no way a guarantee against injury or death to the participants, spectators, or others.

Common developments in auto racing and technology may mandate changes in these specifications. However, it is the intent of MSCS Officials to enforce and police these rules throughout the season. Anything not covered by these specifications should be approved by the series officials and placed in writing. These additional clarifications and interpretations of the rules become MSCS policy.

Where a change is necessary, technical bulletins will be prepared and distributed with as much advance notice as possible. Where time does not permit advance written notice, MSCS will make every effort to announce any changes to rules, policy, or procedure during the drivers meeting.

Each rule was established with a particular intent. If you have any questions, please contact the proper MSCS Officials. If a situation arises during an event which is not clearly covered by the written rules or announcements at the drivers meeting, MSCS Officials will make the final decision on the situation at the time it occurs and make any required adjustments to the rules following the event.

MSCS Officials' decisions are FINAL.

MSCS Rules Committee: Tim Bottoms, Blake Helfrich, Mo Will, and David Wilson

Tom & Loris Helfrich, Series Owners

Eldon Butcher, Director of Operations

I. DRIVER REQUIREMENTS

1 LICENSE or PERMIT - Any driver competing in a MSCS event must have or purchase a current annual Midwest Sprint Car Series Driver License or a MSCS Temporary Driver Permit.

The cost of an annual driver license is \$100. It is recommended that drivers purchase an annual license in advance of the season or at the first event they participate in each year.

A temporary driver license or permit to race at one event costs \$25 per show. No limit exists on the number of temporary permits that may be purchased during the season. *Drivers racing on a temporary permit will not receive show up points and season finishing points.*

Any prior fee or fees paid to MSCS during the season for a temporary permit will count towards the cost of an annual license should the driver decide to purchase one later in the season. Such a request would be considered an upgrade and the driver would only need to pay the difference.

2 AGE RESTRICTIONS - The minimum age of drivers will be determined in advance by the management of each track where MSCS is scheduled to appear. Track operators have the discretion to choose different insurers and thus encounter different insurance regulations.

It is the driver/car owner's responsibility to check with the track or MSCS prior to any planned appearance if age is a factor.

3 DRIVERS MEETINGS - All drivers should attend the drivers meeting. *Be There!* Any foreseeable changes to the program or format will be announced at the drivers meeting and those announced changes take precedence over the written rules for that event.

II. CONDUCT AND SPORTSMANSHIP

4 CONDUCT - We are guests at each facility we race at. Drivers and members of their race teams are reminded to conduct themselves accordingly.

5 DRUGS AND ALCOHOL - The use of illegal drugs is prohibited. The consumption of alcoholic beverages before the entire MSCS racing program has been completed is prohibited.

6 ABUSIVE BEHAVIOR - Any verbal abuse or other abuse of a MSCS official or other competitor will be handled according to the severity of the offense and any penalties imposed are at the sole discretion of MSCS officials. This rule applies to the driver, car owner, and/or a crew member.

7 UNSPORTSMANLIKE CONDUCT and DISCIPLINARY ACTIONS - Fighting, going into another competitor's pit to argue or damage their equipment, rough driving, etc. by any driver, owner, or crew member may result in a penalty or disqualification for the event and the driver forfeiting all prize money and/or points. If you are in someone else's pit during a confrontation you are trespassing and will be considered the aggressor.

III. CAR AND DRIVER SAFETY RESTRICTIONS

8 MANDATORY EQUIPMENT:

- 1) Fuel Bladder
- 2) Rear Bumper in Place to be Pushed
- 3) Headrest
- 4) Full Containment Seat or Right Side and Left Side Safety Nets
- 5) Quick Release Steering Wheel
- 6) Racing Approved Five (5) Point Seat Belt Restraints
- 7) Full Coverage, Snell Approved Racing Helmet
- 8) Minimum Two (2) Layer Fire Suit
- 9) Arm Restraints
- 10) Nomex Gloves

9 RECOMMENDED EQUIPMENT:

- 1) Head and Neck Restraints
- 2) High Impact Roll Bar Padding
- 3) Knee Protection
- 4) Front Axle Tethers and Drag Link Strap

10 SUSPENSION ADJUSTMENTS - Suspension adjustments by the driver from the cockpit WILL be permitted.

11 SAFETY GEAR - Safety gear should be in good condition, installed and used in accordance with manufacturer's instructions. Your safety is important to us and should be even more important to you!

12 SWITCHES - ON and OFF switches should be clearly marked.

13 WHEEL COVERS - It is highly recommended that all fasteners should be made of steel. It is your responsibility to secure these to your car. If one comes off there will be a \$50 accumulating fine.

14 UNSAFE CARS/DRIVERS - Any car or driver thought to be unsafe by officials will not be allowed to race. Any car or driver thought to be causing an unsafe condition on the track will be black flagged. All decisions of the MSCS officials will be final.

15 MUFFLERS - Mufflers may be mandatory at some tracks. Be prepared to meet this requirement at all races.

16 FOUR WHEELERS - All four wheelers must be operated in a safe and sensible manner. No four wheelers are allowed on the track unless given permission by MSCS officials.

IV. EVENTS ON THE PROGRAM AND LINE-UPS

17 ORDER OF EVENTS - The normal order of events for any racing program will be subject to change by MSCS or the track:

- 1) Registration and Draw
- 2) Drivers Meeting
- 3) Warm Motors
- 4) Hot Laps/Group Qualifying
- 5) Heat Races
- 6) C-Main and/or B-Main
- 7) Feature

18 REGISTRATION/PILL DRAW - Drivers must register at the MSCS table. Drivers should register before the pill draw closes. A representative for each car to be entered must draw a PILL in a random draw to determine which heat race you will participate in. The driver/car with lowest pill draw will be in the first heat. The driver/car with the next lowest draw will be in the second heat, etc.

19 LATE ARRIVALS - If you are a late arrival and miss the pill draw, you will be assigned to a heat race group. You must be able to go out with your assigned group in order to receive qualifying laps. You will be assigned to tag the tail of a hest race if you do not qualify.

20 GROUP QUALIFYING - Drivers will qualify their cars in group sessions. The groups will consist of the cars as divided into heat races based on the pill draw. The maximum number of laps for each session would be 5 and the minimum number would be 3. Your best lap of the session will be your qualifying time.

21 INVERSION PROCESS - In all heat races the top 4 qualifiers will be inverted in the line-up with the remainder of the field starting straight up.

A drawing will be held after the heats to determine the exact number of cars to be inverted at the front of the A Main. The number of cars subject to the inversion drawing for the feature will be dependant upon the car count and the number of heat races needed and held.

22 RACE LINE-UPS - Visit the MSCS display boards in the pit area in advance of any and all forthcoming action to check the line-ups for changes and to view other updates that might have been posted.

23 MAINS (Transfers) - The top finishers in each heat race will transfer straight to the A Main. The decision on the number of drivers to transfer from each heat race will be announced and explained at the drivers meeting.

C MAIN - A C Main may be utilized if needed. Transfers from the C to the B and the B to the A is by order of finish on the track.

B MAIN - The B Main will add the final qualifiers to the feature field. The cars will start straight up beginning with those that did not transfer to the A Main through the heats. The line-up for the B should allow for the addition of the top finishers transferring from the C.

A MAIN - Cars that advanced through the B Main to fill the field will start straight up in the A Main behind the cars that advanced through the heat races. The A Main normally consists of 20 starters and 1 provisional.

V. PROVISIONAL PROGRAM

24 PROVISIONAL PROCESS - The Provisional Driver List for the first event held during each season will consist of the top 12 drivers listed in order (1-12) in MSCS Points from the previous season.

For the remainder of the season the provisional list will include the MSCS Points Champion and points runner-up from the previous season to be followed in order by the highest other 10 drivers in the current season's

point standings.

Once the feature line-up has been set, MSCS will begin at the top of the list and go down offering a provisional starting spot to the highest driver on the list who did not make the feature.

25 SAVING PROVISIONALS - A driver may accept or decline the provisional option. In the event the driver declines, MSCS will continue down the list to the next eligible driver.

A driver may save a provisional for use at a later date, but all drivers on the list are limited to just two (2) provisional starts for the season.

26 TAKING PROVISIONALS - A driver taking a provisional option for the A Main must have attempted to compete in at least one race that day or evening in the car he or she uses for the provisional starting spot.

In a co-sanctioned event, a driver must use a MSCS provisional spot option to receive MSCS feature points.

VI. RACING RULES AND ON TRACK PROCEDURES

27 ENGINES - Steel or aluminum blocks with any cubic inch.

28 DIRT TIRES - MSCS sprint cars must compete following a four corner spec tire rule. The tire approved by MSCS for use on the right rear of the sprint car is the Hoosier 105/16.0-15 Medium. Hoosier tires must be used on the other three corners.

29 TRANSPONDERS - For scoring purposes, all competing sprint cars are required to have a functioning transponder operating at all times the car is on the track. Transponders are issued at each MSCS race free of charge at registration. Instructions will be provided on the placement and mounting of the transponder.

30 RADIOS - Drivers will be required to have Raceceivers to compete with MSCS. If found in violation of this requirement, a \$50 fine will be imposed. No 2 way radio contact is allowed when the driver is on the track.

31 MIRRORS - NO Mirrors!

32 SAFETY GEAR - All mandatory safety gear should be worn anytime

the sprint car is attempting to fire the engine.

33 BEING PUSHED - Any sprint car needing to be pushed by a push truck must have a driver sitting completely inside the car in the driver seat. The sprint car must also have a rear bumper in place.

Each car will receive one push. If you need a second push before the start of a race you will be placed at the back of the field with the exception of safety issues.

No passengers will be allowed to ride on any part of the sprint car while being pushed. This is a safety issue.

34 HOT LAPPING - No sprint cars will be allowed to hot lap while push trucks, officials, or safety crews are on the track.

When you are pushed off for hot laps, you must wait until the track is clear and the green is shown before hot lapping.

Do not try to hot lap under the yellow. *This is another critical safety issue!* MSCS officials may penalize you by putting you to the tail of the event or black flagging you.

35 ONE-TO-GO SIGNAL - Your car must be on the track by the time the starter has given the field the "One- to- Go" signal to start the race or you will not be allowed to compete in that race.

One exception is that should the original start be aborted due to a caution or false start, etc., you may be allowed to enter the track and tag the tail. This is as long as no laps have been scored, you are ready to be pushed, and do not create any delay for the next start attempt.

36 PACE CAR - If a pace car is used, any sprint car passing that pace car without direction from an official is subject to being placed at the tail.

VII. GREEN FLAG CONDITIONS

37 ORIGINAL STARTS - On original starts, while the pole sitter is required to maintain the pace lap speed, it is important that the front row works together to start the race.

1) Each car will be given two (2) opportunities to have a clean start. After the second failed attempt, the offending car and driver will be penalized two positions.

2) All cars must hold their starting position until the green flag/green

light is shown. At that time the entire field is green.

3) If all cars do not complete the first lap because of a caution flag then the race will have a double file restart. Any cars stopping on the track must restart at the tail.

38 LEAVING THE TRACK - If you leave the track (racing surface) under a green flag and a lap is scored you cannot return to action.

VIII. YELLOW FLAG CONDITIONS

39 STOPPING - Any time you stop for a spin, an accident, the car quits running, or to avoid a wreck, you will be considered part of the accident and/or caution.

At the discretion of MSCS Officials any car that is involved in 2 single car spins that are unaided will be disqualified from the event.

Any driver getting out of their car will be disqualified from the race.

Unless the stop was directed or approved by a MSCS Official (for safety reasons) you must restart at the tail of the field.

40 GET SINGLE FILE - When a yellow flag occurs during a racing event, drivers need to get single file as soon as possible. Timing and scoring will sort out the correct running order. Officials will direct you into the proper starting position.

41 RESTARTS -

A) After 1 lap has been scored all restarts will be single-file, nose to tail. The entire field must remain single file until the race has been started and their car has passed the start cone in turn 4. At that time they may gain/advance their position.

B) Any car gaining/advancing their position before the start cone will be assessed a 2 for 1 position penalty at that time.

C) All cars will line up in the same on-track running order that they were in when the yellow flag was displayed. Any car considered part of the caution will be placed at the tail of the field. Exceptions! In the last 2 laps of any race less than 20 laps or in the last 5 laps in any race of 20 laps or more, then all lapped cars will also move to the tail.

42 INTENTIONAL SPIN RULING - If a MSCS Official has determined you were spun intentionally or as a result of rough driving, MSCS may

exercise an option to give you your spot back and send the driver causing the spin to the tail.

A flagrant violation may result in a black flag for rough driving.

43 NO REPAIRS ON THE TRACK - During a yellow or red flag in a race, a car in competition may not be worked on or repaired by any driver, crew member, safety crew, or official. The only exception is during an OPEN RED. MSCS Officials may inspect a race car for safety issues, but are not allowed to make repairs.

IX. RED FLAG CONDITIONS

44 RED FLAG RULE - All red flags are “closed reds.” No crew members or unauthorized individuals are allowed on the track. Any violations of this rule may result in the disqualification of the car for that race. Cars may be taken to the designated work area by Track Officials ONLY to be worked on during a closed red.

45 OPEN RED - MSCS Officials may determine that the red flag will be lengthy. They may then declare an “open red” by having the flagman wave the white flag.

Adjustments may be made to the car under an open red flag. No jacks are allowed on the track and all 4 tires on the car must remain on the ground. Fuel can be added on the track, but it is recommended that the driver be out of the seat before fueling can begin.

46 RED FLAG STOPS - When stopping for a red flag, pull your car to the *lower* half of the race track to leave the *top lane* clear for emergency vehicles and to allow a lane for race cars to get through once the track goes yellow and pushing begins.

47 DRIVERS MUST STAY IN CARS - Drivers must remain in their cars. Any driver getting out of their car will be disqualified from the race.

Exceptions would be if there is a safety issue for the driver or refueling is occurring. Any driver involved in a red flag may exit the car to assess damage only. The car must be pushed to the work area for the driver to be strapped in safely.

48 DELAYS - A driver who delays the restart of a race after a RED flag by not being ready to be pushed after all other cars have been restarted may be put to the tail or disqualified.

X. CAR AND DRIVER CHANGES

49 CAR CHANGES - A backup car may be used. You may switch to a backup car for any race by withdrawing the primary car for the rest of the program. You must notify a MSCS Official of the change. The backup car must start at the tail of the driver's next scheduled event.

50 DRIVER CHANGES - Driver changes will be allowed. The car qualifies for the feature, not the driver. In case of a driver change the car must move to the tail to start the race.

Season points will be awarded only to the actual driver of the car during any particular event in the program.

A driver can only qualify one car for a MSCS event. Drivers qualify for the C, B, or A Mains during the heats. Before a driver can compete in a second car the first car driven must be withdrawn. Once a driver changes cars, that driver cannot return to the original car.

XI. PAYOFF PROCEDURES

51 PAYOFF POLICY - Your payoff money and/or non-transfer money should be picked up at the designated MSCS payoff location the night of the race. You will have ½ hour after pay-off starts to get your money. You may be asked to show your Midwest Sprint Car Series driver license when picking up winnings. MSCS will mail any checks not picked up.

52 PENALTIES - Any driver who restarts in a race out of position will be penalized 2 spots for every position gained and this can affect the official finish and payoff.

XII. MIDWEST SPRINT CAR SERIES POINT SYSTEM

53 SHOW UP POINTS - All licensed drivers will receive 25 show-up points for each appearance and attempt to race in a MSCS event. A driver who is present at a scheduled event but does not demonstrate an observable or real intent to race will not receive any show-up points.

Licensed drivers who have signed in by the close of registration at any incomplete racing event will receive their 25 show up points. These points will be awarded for supporting the series under less than favorable conditions.

However, an event which is cancelled or rained out prior to the close of registration will have no points awarded.

54 POINTS FOR MAINS - Drivers transferring to and starting the A Main (Feature Event) will not receive any B Main Points. They will receive feature points only.

The only drivers earning points for a B Main are the non-transfers. Any driver starting the B Main will receive a minimum of one (1) point.

When a driver utilizes a provisional starting spot in the A-Main, the points that driver earned in the B Main before he or she takes a provisional are not given because feature points will be earned.

C Mains do not pay points.

For a complete breakdown of all MSCS points that are awarded see rule number 57.

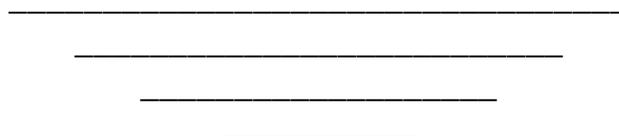
55 CO-SANCTIONED EVENTS - At events co-sanctioned or to be run in co-operation with another organization, MSCS licensed drivers will receive all points earned. This includes the 25 show-up points plus all points based on positions earned in competition during the event.

Drivers running MSCS by agreement with or from another organization who are not MSCS licensed will not receive any MSCS points.

Co-sanctioned events are an integral part of the season schedule and count toward participation requirements and being eligible at the end of the season for the point fund distribution.

56 TIES - The step by step process to be followed in deciding which driver has earned the top position when two or more licensed drivers finish the season tied in points is outlined here:

- 1) Number of feature wins and
- 2) Then the number of seconds, etc. in the features.

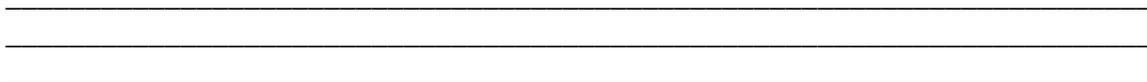


XIII. MSCS SERIES POINTS TO BE AWARDED

57	HEATS	B-MAIN Non-Transfers	FEATURES
	1 st - 10	1 st - 15	1 st - 40
	2 nd - 9	2 nd - 14	2 nd - 37
	3 rd - 8	3 rd - 13	3 rd - 36
	4 th - 7	4 th - 12	4 th - 35
	5 th - 6	5 th - 11	5 th - 34
	6 th - 5	6 th - 10	6 th - 33
	7 th - 4	7 th - 9	7 th - 32
	8 th - 3	8 th - 8	8 th - 31
	9 th - 2	9 th - 7	9 th - 30
	10 th - 1	10 th - 6	10 th - 29
	Any additional drivers starting heat races will receive 1 point.	11 th - 5	11 th - 28
		12 th - 4	12 th - 27
		13 th - 3	13 th - 26
		14 th - 2	14 th - 25
		15 th - 1	15 th - 24
		16 th - 1	16 th - 23
		Any additional B-Main starters ...will receive 1 point.	17 th - 22
			18 th - 21
			19 th - 20
			20 th - 19
			21 st - 18
			Any additional A-Main starters ...will receive 17 points.

SHOW UP POINTS

25



CONTACT INFORMATION

for the

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