

COMPLETE NEW PAGE 2



All Sprintcar racing, for SCCA Inc. registered sprintcars, in Australia will be conducted under the current Sprintcar Control Council of Australia Inc. Racing Rules, Regulations and Specifications Rulebook.



The SCCA Inc. will enforce the NASR Pit Rules and NASR Occupational Health and Safety Rules at NASR affiliated venues where SCCA Inc. registered Sprintcar competition is being conducted through the SCCA Inc. and their State / Territory member Clubs and other affiliated bodies.

SECTION A – BEFORE RACING

3. SUPPLEMENTARY REGULATIONS

May be used for local issues such as, but not confined to; pit entry requirements, timings, heat seeding, time trial draw and trophy presentations. The supplementary regulations must be in writing and available to all entrants prior to the first event of the race meeting but shall not alter in any way the racing rules, regulations and specifications within this rulebook.

5.1 SCCA POLICY

- (vii) All clubs running sprintcars will ensure the following paperwork is completed for each race meeting:
 - (a) A copy of the nominations for each week;
 - (b) All owners/drivers/pit crew have personal accident insurance (proof of which should be kept by the State/Territory Club Secretary);
 - (c) All owner/drivers have a current copy of the SCCA Rules and Regulations;
 - (d) All drivers are using a current SCCA Log Book and SCCA competitors licence that is signed off correctly for each meeting;
 - (e) All drivers sign a correctly dated release and indemnity. A guardian's signature is required for under age drivers;
 - (f) The Duty of Care is read and signed by each driver at the drivers' briefing;
 - (g) A copy of the weights chart showing the correct weight for each car from the scales;
 - (h) A copy of the timing chart from the transponders and or manual lap score sheet;
 - (i) A copy of any infringement notice issued on the night.

5.5 ASSAULT

- (i) Any member, official of a member club who strikes, attempts to strike, or any way physically assaults a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of \$500 and/or 3 month suspension.

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Second offence \$2500.00 and/or 12 month suspension.

Third offence \$5000.00 and/or 2 years to "life suspension" (depending on seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 8.6.

- (ii) Any member, official of a member club who verbally assaults/abuses a member, owner or official of a member club whilst within a speedway shall be liable to the following penalties.

First offence a minimum of \$500 and/or 3 month suspension.

Second offence \$2500.00 and/or 12 month suspension.

Third offence \$5000.00 and/or 2 years to "life suspension" (depending on seriousness of offence).

Any person under suspension will be denied entry to competition area of a race track and will not be allowed to race or officiate until fines are paid. This penalty may be in addition to the conduct and penalty referred to in Rule 8.6.

5.6 ANTI DOPING POLICY / LIQUOR POLICY

ANTI DOPING POLICY

- (I) The SCCA Inc. Anti Doping Policy, under the ASADA Act 2006 and the NAD scheme established under that Act shall apply to each Participant in the activities of SCCA Inc. or any of its Member organisations by virtue of the Participant's membership, accreditation, or participation in SCCA Inc., its Members, or their activities or Events. This Anti-Doping policy shall apply to all Doping Controls over which SCCA Inc. has jurisdiction.
- (II) ASADA Act 2006 means the Australian Sports Anti-Doping Authority Act 2006 (Cth) as amended from time to time.
NAD scheme means the National Anti-Doping scheme as defined under the ASADA Act 2006 as amended from time to time.
Participant is defined in the Anti Doping Policy and this rulebook.

LIQUOR POLICY

- (i) Interpretation of this rule
- (a) "Duty Period" means the time period between the commencement of a Participant's duties, driving or other role, in the course of a race meeting, until the removal of all powered vehicles from the race track at the end of the last race of the meeting;
- (b) "Suspension" means suspension from any and all activity as a Participant;
- (c) "Aggravated Offence" means:
- (i) An offence under rule 5.6 Liquor Policy (ii) (b), 5.6 Liquor Policy (ii) (c), where the Participant is a driver and has a percentage of alcohol in his/her blood exceeding 0.02%; or
- (ii) A refusal to provide a sample pursuant to sub rule 5.6 Liquor Policy (iii).
- (ii) Presentation and Ingestion Offences
- A Participant shall not:
- (a) Consume alcohol neither within a Duty Period nor within 12 hours preceding a duty period.
- (b) Commit any offence against sections 59, 59A, 60, 61, 64, 64A, 64AA, 66, 67 or 67A of the Road Traffic Act 1974 (WA), in the course of travelling to or from a race meeting, and Participants place of residence, lodging or employment.
- (c) Have a percentage of alcohol in his/her blood equalling or exceeding 0.02% during the Duty Period.

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- (iii) Participants to provide samples for random testing:

The Chief Steward, or up to three persons nominated in advance in writing by the Chief Steward being members of good standing and experience, or any of these persons may require a Participant, at any time during the Duty Period, to provide a sample of his/her breath, blood or urine for analysis, for the purpose of detecting the presence of alcohol.
- (iv) Method of providing breath, blood or urine samples:
 - (a) Breath samples:

The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her breath for analysis unless the Chief Steward provides self testing breath analysing equipment as defined at section 72(2)(a) of the Road traffic Act 1974 (WA).
 - (b) Blood Samples: The Chief Steward and/or his/her nominees as referred to in the preceding sub rule shall not require a Participant to provide a sample of his/her blood for analysis unless the Chief Steward provides the services of a medical practitioner (as defined in the Medical Act 1984 (WA) or a registered nurse (as registered in Division 1 of the Register as defined in the Nurses Act 1992 (WA) and such other equipment as may be required by such medical practitioner and/or registered nurse to take a sample of the Participant's blood, and in this event, the Participant shall be entitled to receive, at the time a sample of his/her blood is taken, a sample of the Participant's blood for the purposes of the Participant conducting his or her own testing on that sample.
 - (c) Urine Samples: The Chief Steward and/or his or her nominees shall not require a Participant to provide a sample of urine unless the Chief Steward has provided facilities for the taking of that sample in accordance with Australian and New Zealand Standard 4308:2001: "Procedures for the collection, detection and quantitation of drugs of abuse in urine", or such other standard professional practice or best method as may be adopted from time to time.
 - (d) In all such cases the cost of collecting, transporting and testing any breath, blood or urine samples shall be borne by the club or clubs conducting the race meeting who will not be entitled to contribution by any Participant for any testing conducted.
- (v) Investigation and Referral for Disciplinary Purposes: The Chief Steward upon receiving the results of any sample testing or other evidence implicating a Participant in a breach of these rules shall forthwith refer the matter to the Secretary of the Member Club in accordance with rule 8.6.
- (vi) Penalties
 - (a) Notwithstanding any other rule, a Participant found to have breached any of the foregoing sub rules shall be liable to the following penalties:

First Offence: Up to three months disqualification, a \$500.00 fine, (or both); Second Offence: Up to two years disqualification, a \$1,000.00 fine, (or both); Third Offence: 10 years disqualification.
 - (b) Penalty for Aggravated Offences.

First Offence: Up to two years disqualification, a \$1,000.00 fine, (or both); Second Offence: Ten years disqualification, a \$5,000.00 fine, (or both); Third Offence: Up to life disqualification, \$10,000 fine or both.

5.17 CHANGING SPRINTCARS

A driver cannot transfer points from one sprintcar to another in heat races or qualifying events. If a driver has qualified for a race and cannot start in their own sprintcar, they may substitute another sprintcar but must start from the rear. If a driver cannot take his position in a time trial event he/she may substitute his/her sprintcar and has one lap at the end with 15th best possible.

If more than one sprintcar is used by one driver in one meeting, they are all subject to engine or fuel checks. When a multi day/ night meeting is conducted, chassis may be changed after each day/nights racing has been completed and retain points.

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5.19 SAFETY REQUIREMENTS

- (i) Drivers are not permitted to participate in any race, official practice, and time trial or warm up event unless a road going patient transfer ambulance from the recognised state/territory service is in the speedway complex.

SECTION B - SPRINTCAR SPECIFICATIONS

6.2 CHASSIS

- (iii) Weight Rule and Procedures.

PENALTIES

- (a) If car is found too light after qualifications, your time and points will be scratched and you will be given an opportunity to bring your car up to the required weight. Any driver when directed by an official, in any manner, fails to present their sprintcar for weighing will be disqualified from that event.
- (b) Once you are re-weighed and pronounced legal, your car starts on the tail of all races that night.
- (c) If a sprintcar does not meet weight after two (2) attempts on the scales, the sprintcar/driver will be excluded from that event and lose all points and money for that event.

6.4 NERF BARS

- (i) Design

- (h) Side nerfing bars must be fitted and not extend past the wall of the rear tyre and extend forward to be level with No.1 cylinder exhaust port to minimum level with rear engine upright - to allow short nerfs to be optional.

Right hand side nerf bar must extend a minimum of 609.6 mm (24") and left hand side nerf a minimum of 482.6 mm (19") from the chassis.

The side nerf bar construction shall not have any more than 3 mounting points and not have any more than 3 bars used in their construction.

Side nerfing bars are mandatory at all times. No complete side nerfing bar no race.

6.6 STEERING

- (viii) All tie rods and drag links to be fitted with Grade 5 or Grade 8 high tensile bolts, with no hollow or lightweight bolts permitted. Heim joints to be steel or chrome moly.

6.8 SUSPENSION

- (lii) No titanium stops to be used on the front of a sprintcar.

6.10 WHEELS

- (iv) Tyres

- (c) Compound markings not to be tampered with or removed.

- (d) If a driver is competing at an event (that is not in their home state) that uses a control tyre, then that driver does not have to purchase a tyre from that track, but MUST use the same brand and compound of tyre as being used at that venue.

6.12 FUEL SYSTEM

- (iii) Fuel Tap/s

All cars must have a tap or taps in the fuel line with external access and prominently marked ON – OFF in a contrasting colour. Fuel tap/s must effectively stop the flow of fuel from the tank to the pump. All external access taps must be clearly sign written to show location.

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6.19 360 SPRINTCARS

SPECIFICATIONS FROM 1 JULY 2009.

360 class sprintcars must meet all of the SCCA Inc. Racing Rules, Regulations and Specifications as listed in the rule book (unless they are in conflict with these rules), plus meet any additional 360 class rules as listed here.

(1) Engines

- (a) Maximum of 360 c.i. +1% displacement including all modifications and reconditioning.
- (b) All engines to be of stock configuration.
- (c) No Aluminium Blocks.
- (d) No titanium conrods or crankshafts.
- (e) All engines must be sealed by the State/Territory Technical Officer/s in accordance with rule 6.16 (l) (g).
- (f) Inspection plug, minimum 25 mm dia., to be fitted to all sumps.

Engines miscellaneous

- (a) Roll over engines are not allowed.
- (b) Engines to be positioned vertical and crankshaft to be centre of chassis and engine to be in front of driver.

NOTE:

- (i) These 360 specifications pertain to Small Block configuration of any type (e.g. Chevrolet, Ford, Mopar etc).
- (ii) Standard configuration means the original design concept. Eg. For small block Chevrolet: a 90° V8 block comprising 2 banks of 4 cylinders in line with camshaft positioned approx. centre of block. 2 cylinder heads with fuel injected through a manifold on the valley side of heads and exhausted to the outside of heads. 1 inlet and 1 exhaust valve only per cylinder each actuated by a rocker arm, pushrod and camshaft lifter.

(2) CYLINDER HEAD

V8 Engines must utilise one of the following cylinder heads:

- (i) (a) Part No. 223400020A with 220 cc intake runner volume with the SCCA Inc. approved original manufacturer markings.
- (b) All cylinder heads must remain within 1 degree of the original 23° valve angle.
- (c) No intake or exhaust port or bolt hole re-location.
- (d) No porting or polishing on the intake/exhaust port except for optional intake port matching to Felpro 1206 to the depth of 1/2" from intake face.
- (e) No porting or polishing to combustion chamber. Machining or grinding to the combustion chamber is allowed to fit piston dome only.
- (f) Valve seat area open to a distance of .500" from 45° seating angle for valve seat modification or reconditioning.
- (ii) (a) Brodix heads part # 27-211, #27-223, and #27-222 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Intake port at no time may exceed 215 cubic centimetres.

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- (b) Intake port polishing will be allowed no more than 1 $\frac{1}{2}$ inches below the bottom of the original seat ring on the back side of the bowl area and no more than 1 inch on the short side. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed in exhaust ports as long as the original "ASCS" logo is not affected or port shape is not altered substantially.
- (c) Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by SCCA officials.

Cylinder head miscellaneous

- (a) 1 206 or 1266 Felpro intake gasket must be used unaltered except that each port size can be trimmed to 1.340" x 2.240": Unaltered means "absolutely no modifications to gasket" other than port trimming to 1.340" x 2.240":
 - (b) No offset bolts. Gasket to be in standard position.
- (3) FUEL/AIR INDUCTION

Injectors: 2 $\frac{3}{16}$ inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, but sleeves a minimum of 3 inches in length must be installed in stacks above the Butterflies. No relief hole may be drilled above the Butterfly on any injector. No Alteration of injector manifold mounting holes will be allowed.

Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.

No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft-operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.

No carburetors allowed.

(4) WEIGHT

All 360 Sprintcars utilising ASCS specifications and or SCCA Inc. engines are to remain at a combined driver & car weight of 727.3 kg's (1600 lbs.) All other rules relative to weight are the same as open sprintcars. Refer 6.2 CHASSIS this rulebook.

Any variation from these 360 specifications should be considered NOT ALLOWED, unless prior approval has been sought through the SCCA Inc. Technical Committee.

SECTION C - RACING RULES

7.4 RACE STARTS

- (iii) Each car is allowed 1 push start per event, this is from the time the car enters the arena until the chequered flag unless for adverse conditions the Chief Steward will use his/her discretion. A car will be deemed to have started when it accelerates away from the push vehicle under its own power. If the car requires a second push start at any time then it will go to the rear of the field, the primary cause to the very rear of the field. In the event of the red light, any sprintcar stopping prior to the red light coming on goes to the rear of the field.

7.6 RESTARTS

- (iii) When the restart order is correct and the field is in single file, the yellow light will be switched off indicating a start when the lead car enters turn two. The lead car must bring the field around at a moderate pace and may restart the race at any time between entry into turn three and the restart line. Any driver that baulks (speeds up and then slows back down) at the restart will be shown the rule infringement flag as the cars pass the start line, the yellow light will be turned on at turn 2 and the offending driver/s sent to ROF.

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- (iv) Any car that passes beneath (i.e.; pole line side) of the cone, hits the cone or passes another car before reaching the cone will be put back 2 positions. The race will continue and the driver will be shown the rule infringement flag and the penalty applied during a subsequent yellow/red light stoppage or at the end of the event.

7.10 FLAT TYRE

Any tyre may be changed on a Red light, or Yellow light on the first lap of a main event. All work must be carried out in the work area and within the given time limit. Once any tyre has been changed the car will restart ROF. Any car with a flat tyre except (LHF) must go ROF at any yellow light stoppage in any event.

SECTION E - AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

9. AUSTRALIAN SPRINTCAR CHAMPIONSHIP®

- (l) Australian Sprintcar Championship® to run only to SCCA format as accepted by SCCA Inc. conference.

Heat Races

All drivers to be seeded and contest 4 heats. Cars will be seeded into groups, drawn and inverted for the first two rounds. Final two rounds are seeded by the total points from night one into groups and drawn for the third round of heats and then inverted for the fourth round of heats. On the inversion each competitor will stay in the same heat group. Each competitor is to have an inside and an outside start position in their two heats of the rounds.

Maximum 12 cars per heat.

- (n) After the feature field is decided the 3rd and 4th place getters from the B Feature will be reserves if required in a complete re-run.

SECTION G AUSTRALIAN WINGLESS SPRINT RACING INC.

11. SUPPLEMENTARY RULES

Australian Wingless Sprint Racing Inc. (AWSR Inc.) class must meet all of the Sprintcar Control Council of Australia Inc. (SCCA Inc.) regulations and specifications as listed in the rulebook. (Unless they are in conflict with these supplementary rules), plus meet any additional AWSR Inc. supplementary rules.

WEIGHT

- For AWSR Inc. class only, minimum 635 kg. (1400 lbs) With driver as raced.
- No ballast is permitted

TRACK

The front track of all cars shall be 1700 mm maximum

ADDITIONAL CHASSIS BAR WORK

Head Protection Bars (HPB):

HPB's are mandatory and must be professionally welded or bolted to the side tubes of the main chassis roll cage. "T" style HPB must be professionally welded or bolted to the rear roll cage on the first straight piece of tube across the rear of the roll cage.

The driver must be able to exit through the roof of the car with all of the safety gear fitted.

- All HPBs must be Chrome moly Steel tubing.
- HPB must offer protection of min 130 mm from rear of roll cage
- HPB,s must be curved upwardly to give added strength.
- HPB's must pickup 3 spots min. on the top of the roll cage
- The clearance between the topside of the roll cage, not including the HPB (no padding) is a min of 80 mm.
- Minimum tube size for parallel HPB to be 1" OD x 0.095" W.T.
- Minimum tube size for T style HPB to be 1¼"OD x 0.083" W.T.
- Bolt on HPB are only to be used with full containment seats, must use minimum grade 5 bolts. Minimum bolt size $\frac{5}{16}$ " x 4 bolts per clamping point.

NUMBERS

- All cars to have a number fitted on the nose panel, Numbers must be as large as possible.

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WINDOW NET

- Approved design compulsory on right hand side.
- Cars Fitted with Halo must have one on both sides.
- Exception, cars fitted with professionally built full containment seat, safety net is optional, and including if fitted with a Halo.

WINGS

- For AWSR Inc. class NO wings or aerofoils permitted.

TRANSMISSION

- For AWSR Inc. class direct drive only.
- Must be able to disengage drive either (in out) in diff or driveline. Flex plate and ring gear must be forward of the engine plate.

ELECTRICAL

- Battery must be mounted in the engine bay forward of the engine plate.
- All cars must have a cover over the battery that will prevent spillage of acid in the event of an accident or shorting of terminals on any metal work.
- All cars must be capable of starting by a starter motor permanently fixed.

TYRES

- Tyre make and compound is open.

ENGINE

- Engine must be a standard 3800cc V6 as used in the Holden Commodore and Toyota LEXEN VN series II, VP or VR pre-Ecotec.
- VN series I and Ecotec engines are not permitted.
- The core engine must remain standard as per OEM.

COMPRESSION RATIO

- Compression ratio must not exceed 9.5:1.
- As a guide the following website calculator can be used to calculate compression ratio:
<http://www.csgnetwork.com/compcalc.html>

CYLINDER HEADS

- Must remain standard OEM
- No Ecotec or aftermarket heads permitted.
- Valves may be replaced by .254 mm oversized OEM valves.
- No head porting or valve inserts permitted.
- Valve seat min 1.0mm
- Valve springs may be replaced with aftermarket springs that comply to the same physical dimensions as the OEM springs.
- Shims may be used under the valve springs to obtain uniform seat pressure.

BORE AND STROKE

- (Nominal) 96.52 x 86.36 mm
- Stroke must remain standard 86.3 mm
- Maximum overbore of 0.040" allowed. If bored pistons must be ACL part no 6KRY3800, 6MKRY3800 or 6MKRY3801. Other standard replacement pistons manufactured to the same specifications may be used only with prior approval by majority vote of AWSR Inc. state associations. No race series pistons allowed.

CAMSHAFT

- Camshaft may be replaced with a standard aftermarket camshaft. AWSR Inc. to supply source of replacement camshaft.
- Aftermarket timing chains and gears may be used as long as no adjustment to cam timing is possible.

INLET MANIFOLD AND ACCESSORIES

- Throttle body must remain standard but may be repositioned on the manifold; internal dimension is 60 mm min.
- Inlet manifold must remain std, throttle body mount may be repositioned on top of the manifold by use of a 3" tube in the centre of the manifold without any major modifications, no internal modifications allowed, other than PCV Valve or passage may be blocked off and the return to the throttle body from the inlet manifold may be vented to the atmosphere.

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- Throttle Linkage must be fitted with 2 independent return springs one on the butterfly and one on the pedal.
- A half stirrup toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.

BALANCE

- Engine may be balanced as per OEM i.e. EXTERNAL BALANCE.
- No "knife edge", no major modifications to con rod balance pads, no counter weights or balance shafts to be removed or disabled.

INJECTORS AND FUEL RAIL

- Injectors must remain standard fitment but may be modified to suit methanol.
- Fuel rails and injector ports in the inlet manifold must remain standard.
- No forced induction or carburettors permitted.

FUEL PUMP AND LINES

- Electric fuel pump must be used, wired with a tachometric or oil pressure signal required for operation.
- Fuel pump must be mounted forward of engine plate and in the engine bay.
- Fuel return line must be fitted to the standard OEM fuel pressure regulator and return back to the fuel tank without any restriction.
- Fuel tap must be fitted to the feed line between the fuel tank and fuel pump on the right hand side of the cockpit, clearly marked ON/OFF.

SUMPS

- Engine oil pan and pick up may be modified.
- External pick up line permitted.
- No dry sumps permitted.
- A minimum 25mm inspection plug must be mounted into the oil pan above the oil level and close to the oil filter. (Or owner/driver must be prepared to remove sump if asked to do so for checking)

ENGINE MANAGEMENT

- Standard VN, VP or VR OEM Electronic Control Module must be used.
- Fitted with a standard or after market MEMCAL.
- Maximum rev limit up to 6,000 rpm.
- Sequential Fuel Injection not permitted.

IGNITION SYSTEM

- Direct fire ignition module and coil pack must be used.
- After Market Brands permitted.

CHECKS

Engines and rev limits may be checked at any time by race officials or scrutineers.

- The owner/driver or their representative must remove any required components as directed by the scrutineer/machine examiner or tech. committee within one hour of being asked to do so.
- Engines may be checked and sealed prior to and throughout the season by appointed AWSR Inc. engine measurers at the car owners discretion, sealed engines will not be required to undertake re inspection of sealed components as long as seal is intact.
- If the engine or rev limit is outside the above specifications the engine will be deemed illegal and the penalties as per open sprintcar will apply.
- If a specification is not outlined above, the OEM Holden service manual will be used for specifications not mentioned in this specification book.

LICENCES

All AWSR Inc. Drivers must have a minimum NASR "A" licence.

TIME LINES

- The Engine Rules Are Frozen until 30/6/2012
- An option to extend these engine rules for a further 2 years subject to engine availability.

If "IT" IS NOT IN THE BOOK, IT'S NOT ALLOWED.