



General Rules & Specifications

Last Update: July 30, 2025

- **Disclaimer**

- **Rules are subject to change without notice. All decisions by Sprint Car Bandits (SCB) officials are final.**
- These rules 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. **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 – and neither the SCB series or its officials can be held responsible for any damage, injury, or death that may occur at any series event. Racing is a dangerous sport. Drivers registering for this series acknowledge that they have read these rules and must abide by them.**

- **General Information**

- Raceceiver radios are mandatory! We reserve the right to penalize drivers that fail to utilize a Raceceiver. No two-way radios will be allowed. Raceceivers should be set to the default 454.0000 channel unless otherwise specified.
- All racing programs are subject to change. Any such changes will be covered during the drivers' meeting.
- No earnings will be issued until the required W-9 tax form is completed and returned to SCB officials.
- All cars are subject to inspection at any time. SCB reserves the right to refuse entry to any car or driver.
- Negative social media, in any form, specific to the Sprint Car Bandits series, will not be tolerated.
- SCB points will be awarded to drivers in accordance with the following schedule, see below:
 - 65 points will be awarded to all drivers that take a competitive green flag but fail to qualify for the A-Feature.
 - 50 points will be awarded to all drivers that try to compete but fail to take a competitive green flag in a heat or feature event.

A FEATURE POINTS		
1. 150	9. 113	17. 96
2. 142	10. 110	18. 94
3. 135	11. 108	19. 92
4. 130	12. 106	20. 90
5. 125	13. 104	21. 89-if added by promoter
6. 122	14. 102	22. 88-if added by promoter
7. 119	15. 100	23. 87-if added by promoter
8. 116	16. 98	24. 86-if added by promoter

- **Driver's Meeting**

- All drivers must attend the drivers' meeting. Drivers in violation of not attending the Drivers' Meeting could face penalties and fines
- The number of cars starting each event and the number of laps for each event may be announced at the drivers' meeting.
- Any changes in the basic event night program due to car count, track conditions and/or any other circumstances will be announced at the drivers' meeting.

- **Scoring Procedures**

- All races are scored at the designated start/finish line.
- A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.
- After the first completed green flag lap, following the original start or restart, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line will not be permitted. This is also known as split scoring. A completed lap is considered leader plus one (1).

- **Safety Equipment**

- Flame retardant driver suit, gloves, and shoes are mandatory. A full-faced helmet is mandatory. A head and neck restraint system are highly recommended.

- **Qualifying Procedures**

- Qualifying heat races will be held at all events. Lineups are determined by a random pill draw. There is a \$20 per event draw fee, unless otherwise stated, due prior to the draw. Please, no checks!
- The draw is held at the close of the driver's meeting. It is the responsibility of the driver, or a team representative, to be present for the draw. Any team that fails to draw-in will be allowed to start at the tail of a heat race, but will receive no passing points, only finishing points. No exceptions will be made.
- The passing point system, see below, will be used to determine the starting positions in the feature events. Drivers will receive qualifying points for passing as well as finishing positions in their heat races.
- The top 16 in qualifying points will transfer directly to the A-Feature. The top 16 will start the A-feature straight up; **no redraw or invert**.
- All remaining drivers will transfer to a B-feature. Depending on the car count, multiple B-features, C-features, etc., may be needed. B-feature lineups will be straight up, based on qualifying points. B-feature drivers will compete for positions 16-20 in the A-feature, unless otherwise specified.

	Start												
		1	2	3	4	5	6	7	8	9	10	11	12
Finish	1	100	105	110	115	120	125	130	135	140	145	150	155
	2	91.5	93	98	103	108	113	118	123	128	133	138	143
	3	83	84.5	86	91	96	101	106	111	116	121	126	131
	4	74.5	76	77.5	79	84	89	94	99	104	109	114	119
	5	66	67.5	69	70.5	72	77	82	87	92	97	102	107
	6	57.5	59	60.5	62	63.5	65	70	75	80	85	90	95
	7	49	50.5	52	53.5	55	56.5	58	63	68	73	78	83
	8	40.5	42	43.5	45	46.5	48	49.5	51	56	61	66	71
	9	32	33.5	35	36.5	38	39.5	41	42.5	44	49	54	59
	10	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	42	47
	11	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	35
	12	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23

- **Race Procedures**

- **Push Starts –**

- All push starts will take place on the racetrack, unless otherwise specified. Spread out when you roll out onto the racing surface. SCB officials will signal drivers when it is safe to push off. **Do not push off until SCB officials have signaled to do so!**
- Cars that require a second push during their heat and or feature race will be placed at the rear.

- **Hot Laps –** All participants will hot lap by heat race. Spread out! This is not an official race! Work together to increase your speed!

- **Starts –**

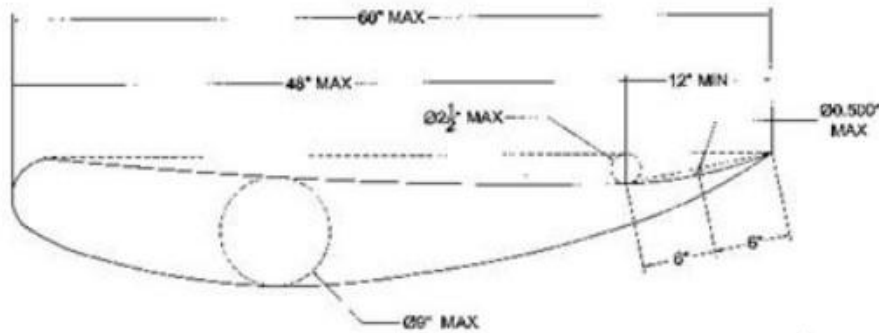
- All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of SCB Officials.
- Starts will take place within a designated area that will be identified at the driver's meeting.
- Any car out of line and/or passing before this point will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid, then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event.
- All front row cars must choose their racing line coming out of turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty. Failure to acknowledge and comply with the "move back" signal may result in being parked for that race.

- **Restarts –**

- All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
- The restart area will be at the designated restart area, which will be announced at the Driver's Meeting.

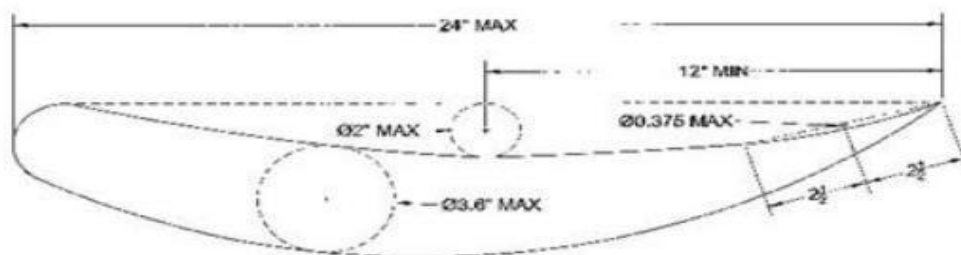
- **Restarts will follow single-file procedures (i.e.: cone on front stretch).** A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
 - All cars must pass to the right of the restart cone(s) in a single file, nose-to-tail manner. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment, and/or laying back to create an excessive gap between cars, then that car will be penalized two positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event.
- **Engine Rules**
 - Any small block V-8 engine platform, with the cam in the block, and a maximum of **376 cubic inches** (+ 1 percent tolerance for rebuilds). Engines must be naturally aspirated, with no forced induction. Turbo chargers, super chargers, etc., will not be permitted.
 - Absolutely no computer controls!
 - **Absolutely no traction control devices of any kind are allowed!**
- **Car Rules**
 - Any sprint car type chassis is allowed.
 - Only sprint car type bodies and tail tanks will be allowed. No foils, rudders, or panels are to extend beyond the roll cage.
 - **Cars must weigh a minimum of 1500 lbs.,** including the driver, at the conclusion of the race. Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner.
 - No cockpit adjustable devices of any kind.
 - **Mufflers** are NOT required unless the hosting racetrack requires mufflers. When specified by the racetrack, any type of muffler is acceptable.
- **Top Wing (see illustration below)**
 - **Max top wing angle is 20 degrees,** with a +1-degree tolerance. Measured from the center of the leading edge to the center of the trailing edge (not including the wicker bill on flat top wings). Measurements are made by laying a straight edge down the center of the wing, parallel to the side boards, and then using a gauge to determine the angle.
 - The top wing cannot be cockpit/driver adjustable. **All cars must utilize a manual slider mechanism.**
 - Center foil maximum size of 25 square feet, with a maximum width of 60 inches, with a one degree plus or minus tolerance. The center foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
 - No wicker bill or Gurney lips permitted on the center foil, **unless the center foil is totally flat, then a ONE INCH wicker bill is allowed.**
 - Other than the slider mechanism, no moving parts allowed on or in the foil structure.
 - The 12-inch section located at the rear of the center foil must not have the belly/curl arc out of proportion with the rest of the center foil. The belly/curl must span the entire length of the center foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the foil may not be deeper than ½ inch.
 - The belly/curl arc must start at the radius of the center foil's leading edge and shall not exceed a depth of 2.5 inches. Center foil thickness cannot exceed 9 inches. The center foil top surface from side to side must remain flat. Center foil must be one-piece construction. No split or biwings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, etc.

- Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil/rudder exceed 3 inches in height.



- **Nose Wing (see illustration below)**

- Center foil maximum size of 6 square feet, with maximum width of 36 inches, with a one degree plus or minus tolerance. The center foil shall be fully sheathed in aluminum. No vent holes allowed.
- Wicker bills up to 1 inch are allowed on nose wing, flat or dished.
- The center foil top surface from side to side must remain flat. Center foil must be one piece. No split or biwings will be allowed. No moving parts allowed on or in foil structure.
- The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured with a 5-inch straight edge, the belly at 2.5 inches from the rear of the foil may not be deeper than 3/8 inch.
- The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
- No rudders or fins on nose wings



- **Sideboard Panels**

- All side boards must be within an eight-degree plus or minus tolerance and be square to the center foil.
- Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round, or oval metal braces, not exceeding 1 inch in width, may be used.

- No aero section side panel brace material is allowed. No brace or support shall resemble a wicker bill or a split wing.
- **Top Wing** – Sideboards maximum size is 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panel, and no more than 1.25” of turnout as measured from the center foil. The leading edge of the sideboard may not be behind the leading edge of the center foil.
- **Front Wing** – Side boards maximum size is 12 inches tall and 26 inches long, with no more than one inch overhang from the center foil front edge to the sideboard front edge. Sideboards may have front, back, top, and bottom turnouts of no more than ½ inch.
- **Fuel**
 - Methanol or Ethanol only! No NITRO or other additives are allowed.
- **Tires**
 - **ANY brand of sprint car tires can be used.**
 - Left Rear tire must durometer a minimum of **30** (shore hardness)
 - Right Rear tire must durometer a minimum of **35** (shore hardness)
 - **Air bleeders are allowed but cannot be remotely controlled. Air may not be introduced to the tire from any onboard system.**
 - The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire ‘soaking’ and or the introduction of tread ‘softener’ and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted.

If you have questions or need more information, please contact:

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Sprint Car Bandits Series
General Rules, Procedures, & Specifications
Acknowledgment Form

I acknowledge that I have read and understand all Sprint Car Bandits Series rules, procedures, and specifications. I agree to comply with all guidelines set forth by the series.

Driver Signature _____ Date _____

Driver Name (Printed) _____