

WILD BILL'S RACEWAY

MINI SPRINTS RULES 2010

Ratified with > 75% WOMS Club vote approval. 2/10/07

In lieu of the new generation higher horse power engines being release for purchase at attractive prices and in fairness to all Western Outlaws owners the engine specifications will be as follows: items 1-4 pertains to all engines year 2000 and newer. Part B pertains to older engines year 2000 and older.

1-4 immediately below applies to new and old style engines.

- 1) All engines are to be production based front mounted four cylinder, four cycle motor motorcycle engines.
- 2) All engines must be self starting be means of a starter motor. In the event of a broken starter the pit steward will be notified so a push start can be arranged and that the track officials are aware of the problem should a need arise on the track. Starter must be repaired by next race date.
- 3) Engine center line may have an offset of 6 inches from center line chassis.
- 4) Maximum C.C. 1205

PART A

- 1) Engines are to remain stock internally, no internal modifications. Engine bore, stroke and compression will be checked by the pit steward and DOC against factory specifications to insure stock configuration and compression is maintained. Upon inspection acceptance, engine lower case, cylinder section, head and cam covers will be sealed by the pit steward. If for any reason the seals are removed or tampered with, the pit steward and BOD must be notified. A re-inspection of that engine must be done before that car is allowed to compete in a points event with the western outlaws.
- 2) External modifications are allowed. I.E. headers or tuned exhaust system, mechanical injection system, carburetors, power commanders, or after market ignition systems.
- 3) Transmission, 3rd, 4th, and 5th gears may be removed.
- 4) Dialing in cams, adding after market rods with stock specifications, and adding after market pistons maintaining stock compression ratio, are all acceptable.

PART B

- 1) Stock head configuration (porting allowed)
- 2) No turbo chargers, super chargers, or nitrous oxide.
- 3) After market carburetors, fuel injection, headers, and ignition systems are allowed.
- 4) Crankshaft, rods, and pistons are at builders desecration.

5) transmissions 3rd, 4th, and 5th gears may be removed.

Note careful consideration should be used when building an older engine in reference to cost. The older the engines will require a substantial money investment in order to obtain the horse power equal to the newer generation engines.

Newer generation engines come stock from the factory with 160 plus horsepower. These engines can be purchased as a car kit engine and come completely race ready. Our goal is to have a competitive race club at the minimal cost to each car owner or driver.

Note the Dyno is presently being tested and until the tests are finalized and accepted by the majority vote of the Western Outlaws. These rules will govern.

2. MUFFLERS

All cars must have a muffler capable of keeping the noise level at or below 98 decibels (as per track specs)

3. ROLL CAGE

PREFERRED: minimum 1 3/8" OD x .095; wall: 4130-N tubing. All pre-existing 1 1/4" chassis' will be grand fathered (must have proof of date of manufacture.)

ALLOWED: 1 3/8" OD x .120; wall: mild steel tubing.

4. HEAD CLEARANCE

Driver minimum head clearance: 3" measured to the top of the cage, with the driver belted in (in racing position), helmet in place, with driver in full upright seated position.

5. WHEEL BASE

Minimum: 66" maximum 72". Will allow a grand fathered length of 74"

6. APPEARANCE

Car is to resemble a sprint car, particularly the hood and tail. No side pods allowed, nerf bars (kick offs) may not be enclosed in any fashion. Must be stock appearing, maximum 4" rear spoiler. Wheel opening may be radiused for tire clearance.

7. COCKPIT

Driver's feet are required to be behind the firewall and the motor.

No chassis altering devices allowed from inside the cockpit during an event, i.e. computer controlled or cockpit adjustable shocks, torsion bar/blade adjusters, etc. (Exception: Wing sliders, brake proportioning valves, dial-a-jets.)

8. BRAKES

Hydraulic brakes capable of sliding both rear wheels at racing speeds are required.

9. BUMPERS

Bumpers and nerf bars are required. Nerf bars can be + or - 2" in either direction of the rear tires.

10. STEERING

Steering gear is mandatory. Rack and pinion steering is acceptable. Go-cart type steering is not allowed. Steering wheel must have a quick-release fastener. Release hub may not contain any plastic parts. Steering drag link must be safety tethered.

11. FUEL TANKS

Fuel tank must be well secured behind the driver and under the body tailpiece of the car (if not a sprint car type tank). An approved SFI RATED manufactured fuel tank and bladder required on all cars by 2008 season.

Fuel system: subject to the approval of the technical committee.

12. FUEL

Gasoline (pump or racing type) or alcohol fuel (methanol). Non performance enhancing fuel lubricating additives are allowed.

None of the following are allowed: nitro, nitrous oxide, or oxygenated agents, (propane, butane, propylene oxide, etc.), or may be introduced into any portion of the fuel/air induction system. The fuel/air induction system includes, but is not limited to, the fuel tank/bladder, all fuel lines and fittings, fuel filters, fuel pump, fuel pump regulator, fuel rail, pill holders, carburetors, throttle bodies, air stacks, air box, air filter(s), dial-a-jet, barrel valve(s), directly into the intake ports in the head, or directly into the combustion chamber.

13. CHAINS

Final chain drive is mandatory. Chains must be properly guarded. If within the frame rails, the chain guard must be a minimum 14 gauge stainless steel or 12 gauge mild steel, or 3/32" tempered 2024 aluminum and designed to completely shield and protect the driver and the fuel tank (if the fuel tank is in line with the chain) from the chain. The guard is to extend from the firewall to the rear of the sprocket on top, from the top of the chain to the floor pan and from 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 fuel tank, if it is directly in line with the chain.

14. TIRES AND WHEELS

Wheels must be 13" in diameter only.

Tires are to be minimum of 62" circumference.

15. FIREWALL

cars must be equipped with a metal firewall completely separating the engine from the driver's compartment.

16. WEIGHT

At the conclusion of any race, car and driver must weigh a minimum of 900 lbs. Fuel cannot be added to make weight following the event. Existing car can add ballast, but it must be securely bolted to the frame. No wire, hose clamps, etc. can be used to secure ballast.

17. WINGS

Top (cage) sings are mandatory. Top wings cannot exceed 16 square feet and will allow = or - 2" offset extending beyond the width of the tires as measured by placing a straight bar at the lower outside sidewall of the tire. The top wing **MUST NOT** touch the bar or disqualification and loss of points for that race will result. The only exception to this rule is if the car was involved in an on-track incident in that race that may have changed the original position of the wing. This is considered a safety issue and will be dealt with vary seriously. Nose wings are acceptable. No plywood or plexiglass wings will bellowed.

18. FLOOR PAN

Cars must have a floor pan that extends from the front of the seat to the firewall.

19. SEAT

Seat must be an aluminum racing seat. Fiberglass or homemade seats are not allowed. A five point, 3 inch lap belt, shoulder harness, and sub belt system are required. Seat must be bolted to the chassis with a minimum of three (3) 3/8" grade 8 bolts with luck nuts. No Dzus style fasteners will be allowed.

20. BATTERY

Battery must be mounted securely to frame. No wire or rubber cords can be used.

21. COOLERS

Radiators and/or oil coolers must be located in a shielded area outside the driver's compartment and cannot extend above or be located behind the driver's head.

22. FUEL VALVE

Fuel valve must be located as close as possible to the fuel tank. Valve must be operable from rear wheel area without requiring tools or removal of any parts for access. Driver compartment must have fuel shut off valve. All fuel shutoff valves must be clearly marked as to the "OFF" position, so that safety workers clearly understand which way to shut off fuel flow in the event of an incident. Highly recommended that fuel line be steel braided type.

23. HELMET PAD

Cars must have a helmet pad behind the driver's helmet. A high-back seat is an acceptable substitute.

24. NUMBERS

Numbers must be legibly displayed on both sides and centered on the top wing with 12 inch numbers on the sideboards and 18 inch numbers on the center of the top wing.

25. DECALS

All cars registered with the Western Outlaws must display a current Western Outlaws decal on the right side panel (cowl area) or on the front of the wing.

All Western Outlaws championship points fund sponsor decals shall be affixed to the car where they are visible from the front or right side to receive points and/or monies.

"A" or "G" (alcohol or gas) decal of 4 inches on lower front corner of both sides of the wing.

26. DRIVERS SAFETY

ALL DRIVERS ARE REQUIRED TO HAVE THE FOLLOWING IN USE EVERY TIME THEY ARE IN THEIR CAR ON THE TRACK.

2000 SA-rated SNELL (or SFI 31.2) Approved, full-face helmet is required (M-rated helmets are not allowed). A head and neck restraint system is highly recommended.

Approved NOMEX or equal fire suit. (Single-layer suits must have NOMEX underwear.) Gloves, socks, shoes, and head sock or skirt. SFI-5 rated fire suits and NOMEX underwear are highly recommended.

Three-inch lap and shoulder harness, and sub belt are required. Belt must be attached to car in a

safe manner as approved by the technical directors and must not be over three years old.

Arm restraint and neck collar are required.

Fire extinguishers are required for each car in the pit, and must be inspected every 6 months.

Cars using alcohol for fuel must also have water in the pits.

Kill switch is required within the driver's reach when restraints are on. Main power switch must be clearly marked as to the "OFF" position, so that safety workers clearly understand which way to shut off electrics in the event of an incident.

Cage nets on the right side of cage are required. Cage nets on left side are highly recommended.