

The Northwest Wingless Tour

360 Sprint Car Division

Rules & Regulations 2014

PROFESSIONAL CONDUCT

Liability

The NWWT was founded for the promotion and improvement of sprint car auto racing. All members of the NWWT hereby release the NWWT and any and all employees, corporate or series sponsors, and anyone else associated with the NWWT from any and all claims resulting from any injury or death while engaged in any activity involving the NWWT.

Conduct

All participants at NWWT events are expected to conduct themselves in a professional manner at all times. Any owner or driver of the NWWT that fails to conduct himself/herself in a professional and sportsmanlike will be disqualified for the remainder of the event, and forfeit all points and purse money for the event. The NWWT Board may impose additional suspension and/or fines after review of the infraction.

All owners and drivers will be responsible for the conduct of their pit crew and guests. Unacceptable behavior by any member of a racing team (i.e., owner, driver, pit crew, guests) will result in immediate disqualification of the car and driver.

The use of alcohol and drugs is prohibited at all NWWT events. In addition, the use of stimulants or prescription medications found to impair the ability of the driver to safely drive will be reviewed by the NWWT Board. Any driver, owner, pit crewmember or guest found to be drinking alcohol or taking illegal drugs during the competition portion of the race program will result in disqualification of the team from the racing event. The second offense will result in disqualification from competition with the NWWT for the remainder of the season.

The NWWT has been formed by owners, drivers, and sprint car racing enthusiasts who are committed to a sportsmanlike, professional, competitive, and enjoyable racing series. Our fans appreciate this perspective. Our sponsors and track promoters demand it. **For these reasons there is a zero tolerance for on-track altercations involving the cars, and verbal abuse or fighting in the pit areas.**

Drivers, owners, and race teams will be expected to handle on- and off-track incidents in a civilized manner. In the case of a dispute team members are strictly prohibited from entering another team's pit area. If a race team feels that a serious infraction of the sportsmanlike and professional racing code of NWWT has occurred they should contact a NWWT official at the track. Penalties for violation of the NWWT Rules of Conduct will be decided upon by NWWT officials on a case-by-case basis, but will involve as a minimum the disqualification of the racing team at that event.

GENERAL RULES

Drivers

- Drivers must be a minimum of 16 years old unless they have substantial racing experience in a division viewed by the NWWT as contributing to skill at the sprint car level. This rule will be reviewed by the NWWT on a case by case basis for younger drivers who have (a) demonstrated racing skills in other divisions, AND (b) who will start at the back of each race until the driver has demonstrated to the board that he or she is competent (i.e. drives safely, in control, and respects the racing equipment of other competitors).
- Rookie drivers will be started at the rear of their races until judged by NWWT officials to be capable of taking their scored position and racing in a competent manner.

Car Specifications

- Wheelbase: 84" minimum. Any suspension allowed.
- Chassis: Any steel sprint car chassis, 1 3/8" OD tube x .095 main rail and cage.
- Rear End: Any rear end. No carbon fiber rotors.
- Body: Sprint car type. No wings, airfoils, fins or side panel sails of any kind will be allowed Driver side panel cannot block view.
- Front Axle: Steel only. No titanium or aluminum.
- All cars must have a drag link strap.
- Seat: Aluminum only. Head rest mandatory. 4 bolts with large washers mounting seat to frame. Containment seat recommended.
- Wheels:
- Tires: HTW Compound or ASCS Right Rear – ALL 4 corners must be Hoosier.
- All cars must have fuel bladders.
- All cars must have fuel shut-offs within easy reach of the driver.
- All cars must have a clearly marked On/Off switch within easy reach of the driver.
- All cars must have front and rear bumpers and side nerf bars.
- Roll cage padding is highly recommended
- All cars must have at least three wheel brakes in good working order.
- All cars must have a minimum of two throttle springs and a toe strap peddle.
- All cars must have approved 3" 5 point quick release restraint harness that is not over two years old. 2" shoulder harness allowed with Hans restraint system.
- .
- All cars must be well maintained. Heavily damaged body panels, badly bent nerf bars, or other damage that is deemed unsafe on the car will not be allowed.

Noise Restriction

Track officials and promoters will determine the allowable noise level. All NWWT cars must adhere to noise restrictions at each track. A team that receives a warning from the track officials that they exceed the track noise limit must make an attempt to rectify the problem before their next race. The first warning may result in a black flag at the discretion of the track's flagman. The second warning will result in disqualification from the event by NWWT officials.

Engine Specifications

360 Cubic inch maximum. Steel block only. 23-degree valve angle nozzle only.
No nozzles in the head, maximum of 8 nozzles. Internal parts are open

- Mechanical fuel injection only. Electronic fuel injection will not be allowed.
- No turbo charging or supercharging will be allowed.
- Methanol fuel only. No gasoline and no fuel additives of any type.

Driver Safety

- All drivers must have Snell SA 2000 or better helmet. Nomax lining is recommended.
- All drivers not wearing at least a two layer quilted uniform must wear full Nomex underwear.
- All drivers must wear Nomex gloves, socks, and head hood or helmet skirt.
- Arm restraints are required.
- A neck support or horse collar is required. Hans or equivalent is recommended.

All cars will be inspected prior to competing for the first time in a NWWT sanctioned event to ensure compliance with rules. The checklist is provided at the end of the Rules & Regulations.

Numbers

- All cars will be assigned a registered number on a first come first served basis.
- Car numbers 1, 2, and 3 are reserved for the point leaders from the previous season.
- Other than car numbers 1, 2, and 3 any car registered the previous year may keep the number assigned.
- New cars will have their choice of numbers on a first come basis.
- Visiting cars with numbers already taken by a NWWT car will add a clearly visible letter to tail and hood numbers.
- Numbers 18" high will be displayed on both sides of the tail and 12" on the front of car.

Start of Racing and Restarts

The pole car sets the pace on all race starts. This will be a safe and steady speed for a clean start. Any car getting out of line will be sent to the rear of the field.

All starts, and restarts, will be off of the number four corner. When the green flag and green lights are displayed the racing starts for all rows.

Single file restarts are handled the same way. We will use a cone starting system. No passing before the cone. The lead car will set a safe and steady speed for the restart. Any car that is not in single file will be sent to the rear of the field. Single file is defined as one car directly behind another.

A car causing two yellow flags (unassisted) will be disqualified from the race. This only applies to the car causing the yellow and not other cars involved in the incident.

Intentional and inappropriate contact with other cars during a start or re-start will result in transfer to the rear of the field, or black-flagged from the race for severe infractions.

During a red flag period drivers will be informed of their re-start position. Failure to quickly take your proper starting spot will result in transfer to the back of the field.

Yellow & Red Flag Policy

- Any car that stops after being pushed off for a race for any reason other than to avoid contact with a stopped car will be restarted at the rear of the field.
- Any car involved in an incident that brings out a yellow or red flag will restart at the rear of the field.
- Any driver that stops his car on the racetrack for any complaint will be black flagged from that race.
- Any driver changing cars after the program has started will start at the rear of the driver's next race.
- Red flags will be closed. If an open red is allowed by hosting track, the following NWWT rules will apply to cars stopped on racing surface under red flag conditions: no refueling of car, hood shall not be removed from car, all four tires must remain on the track. Any other repairs including those listed, must be done in the pit area. Upon completion of those repairs car must tag the rear of the field. NWWT may impose a 5 minute time limit on this rule at a future time if deemed necessary by the board of directors

Yellow Flag Restarts

On a yellow flag restart, if you cannot remember where you were, an official will give you an indication. Failure to move your car to this position within 1 lap will result in your going to the rear of the field. NWWT officials will not delay the racing program to resolve perceived issues related to position on restart. Any team feeling that a restart position was incorrectly assigned can address the issue with a NWWT official after the race.

Any dispute that develops at the racetrack must be brought to a NWWT official. Concerns related to any aspect of the event, racing program, or competition will be handled by the NWWT only. Any member that approaches a racetrack official, promoter, or personnel other than a NWWT official will face possible disqualification from that event and forfeiture of points and purse.