



# 2026 NATIONAL RULE BOOK



# The New Standard in Dirt Track Sanctioning

## National Auto Racing Association (NARA)

The National Auto Racing Association (NARA) was founded with one mission: **elevate grassroots dirt racing through transparency, structure, professionalism, and national-level marketing support**. NARA gives dirt tracks the tools, credibility, and visibility they need to grow in today's rapidly evolving motorsports landscape—while keeping the heart of local racing front and center.

## Why Tracks Choose NARA

### 1. A Proven Structure That Works

NARA provides a consistent, fair, and modern rulebook designed to reduce confusion, eliminate gray areas, and ensure competitive, safe racing. Our tech procedures, onboarding support, and enforcement models are built to help tracks run efficiently without added workload.

### 2. National Visibility & Media Reach

Every NARA-sanctioned track is integrated into a unified national marketing and media platform, including:

- National points structure and weekly standings
- National PR campaigns highlighting sanctioned tracks, drivers, and events
- Social media amplification across NARA's audience and partner networks

Your track's events don't just happen locally—they become part of a nationally recognized ecosystem.

### **3. Sponsor & Partner Access**

Tracks receive direct opportunities to participate in national sponsor programs that include purse support, event bonuses, promotional giveaways, and branded activation nights. NARA actively recruits partners that benefit tracks *financially* and *operationally*.

### **4. Track-Centered Support**

NARA was designed by racers, promoters and operators who understand what a track truly needs. Every sanctioned facility receives:

- Pre-season operations meeting and rules overview
- Marketing templates for flyers, schedules, and social posts
- Access to NARA officials for rules, tech, series support, and consulting
- Optional event-day staffing for major races
- Driver, crew, and official licensing templates

We don't dictate how to run your track — we support the way *you* run your track.

### **5. National Points, National Point Fund & Championships**

Driver members competing at NARA-sanctioned tracks earn points toward track, state, national and regional championships, creating excitement, loyalty, and increased car count. This includes major events such as the **NARA Nationals**, **The Giveback**, and **The KKM Giveback Challenge Series**.

### **6. Insurance & Risk Management Options**

NARA partners with industry-leading providers to help tracks secure affordable, comprehensive insurance packages with optional add-ons tailored specifically for dirt racing environments.

## What NARA Brings to Your Track

- Professional sanctioning with national recognition
- Rules, tech, and safety consistency
- Promotional reach and media exposure
- Driver loyalty through national points systems
- Access to national sponsors and purse supplements
- Track operations support that reduces workload
- A clear pathway for your events to grow year after year

## Join the Movement

NARA is building the most unified and progressive dirt racing sanction in the country. We invite your facility to be part of this rapidly expanding national platform—one built to support weekly tracks, elevate marquee events, and build long-term value for promoters, racers, partners, and fans.

**Let's bring national-level professionalism to local dirt racing—together.**



# NARA

## *National Auto Racing Association*

### *Sanction Information*

#### Member Track Requirements

- A. No Sanction Fee in first year
- B. Drivers Do NOT have to be members
  - i. Driver is required to be a NARA member to receive NARA points
  - ii. NARA driver annual membership fee is \$100
- C. Scoring will need to be done through MyRacePass, using a specific NARA Class for each division.
  - a. This class will not only allow you to do your weekly points
  - b. The class will allow NARA to keep track of Regional, State and National Points
- D. When Regional, State or Nationals events are being ran, tracks cannot run points races for classes involved in said event.
  - a. This does not mean races can't be ran – though we would suggest not competing with participating classes when possible.
  - b. Points are important, and in order to be a points champion at any level drivers must race a specified percentage of races at said level.
    - i. It is the NARA goal to not force drivers to make a choice between events, while also helping each track garner the most support possible for all of their sanctioned events.
- E. Classes sanctioned include:
  - a. Wing and Non-Wing Outlaw
  - b. Winged and Non-Wing Restrictor
  - c. Winged and Non-Wing Jr. Sprint
  - D. Winged and Non-Wing SBS

## 2. Member Track Receives

- A. NARA event promotions help, when possible, through social media
- B. Each member track champion will receive a physical award at the end of the season
  - a. Classes include
    - i. Wing and Non-Wing Outlaw
    - ii. Winged Restrictor (Special events may be non-wing)
    - iii. Winged Jr. Sprint (Special events may be non-wing)
- C. National, Regional and State events will be rotated between sanctioned tracks.
  - a. These events will be run by NARA – in a series type event.
  - b. Event format in these races will be decided by NARA prior to the start of each season, but will be passing points based
  - c. Tracks can charge a pre-determined entry fee for these races.
  - d. Pay scales for these events will be determined prior to host agreement
  - e. Track will be responsible for paying purse
    - i. NARA has the right to sell sponsorship for the events as a whole
    - ii. Tracks also have the right to sell race sponsorship for its specific event.
- D. NARA will work toward a contingency program
  - a. Contingency program will be built on four levels
    - i. Track
    - ii. State
    - iii. Regional
    - iv. National

More information will be coming in the coming weeks, including a complete set of rules for each class.



# NARA

## *National Auto Racing Association*

### *Outlaw Wing and Non-Wing Rules*

#### **Car and Safety Specifications**

##### A. Technical Inspection

- a. a. All cars entered and present at any NARA event that are intended to compete in the racing event, are open to pre-race inspection prior to any on-track activity
- b. b. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
- c. c. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event.
- d. d. Technical Inspection may also take place throughout the event

##### B. Engine

- a. All four-cylinder engines will have a combined maximum displacement of 640cc.
- b. Engines manufactured or altered with more than 640cc are not legal
- c. No nitrous, turbo or superchargers permitted.
- d. All cars must have a noise eliminating exhaust.
- e. CC casting number must be visible on the engine to verify size.

##### C. Fuel

- a. Methanol based or racing fuel only
- b. Fuel tanks must have bladders
- c. Smaller Jaz style fuel tanks are legal, but must set inside the frame rails and down tubs of the car
- d. No performance fuel additives allowed
- e. Top end lubricants are allowed
  - f. Fuel sampling may be done at any time during an event, following the completion of any single race - heat, qualifier or feature.
  - g. A fuel pump relay that turns the fuel pump off when the engine stops running is MANDATORY.

NOTE: All late model 600cc engine ECU's have a dedicated wire to trip a fuel pump relay.

#### D. Car Appearance

- a. Must resemble a traditional Micro Sprint
- b. Numbers must be clearly posted on the nose of the car and on each side of the tail tank

#### E. Chassis Construction/Attachments

- a. A firewall is mandatory, separating the driver from the engine and must be made of minimum 24 gauge (.0625) thick aluminum.
- b. Chain guards are mandatory and have a minimum thickness of .090 aluminum.
- c. Power switches must be on dash and clearly labeled.
- d. Frame/Roll cage portions of the chassis must be minimum 1 1/4 in x .065 wall or 1 1/8 in. x .083 wall 4130 chromoly, or equivalent.
  - i. All 4 Corners of the top roll cage must be gusseted with 4" minimum gussets 3/4" OD x .065 tubing
  - ii. No slip joints allowed on the lower or upper frame rails, or any main roll cage tube.
  - iii. A minimum of 4 inches of clearance from the top of the driver's helmet to the top of the roll cage, when seated in normal driving position – directly above the head.
    - a. If clearance is less than specified a 3 or more-point halo (bolted, clamped or welded) must be used to provide proper head clearance.
- e. No aluminum or titanium frames
- f. Seat should be secured by bolts in a minimum of 4 locations - older cars with three bolt locations.
- g. Driver Sail Panel is allowed
  - a. Location must place the sail below the halo at the top of the roll cage and inside the down tubes on each side behind the seat.
  - b. The kickout cannot extend past the angled down tubes at the back of the chassis. *If a straight edge is run down the angled back tubes, it cannot hit the driver sail panel.*
- h. Nerf bars are required, and must not extend past the outside of the rear tires.
- i. Floor Pans are required and must extend from at least the driver's feet to the front of the seat.
- j. Wet Cell batteries that are mounted in the driver's compartment must be covered and vented to the outside of the car/driver's compartment.

#### F. Seats

- a. Full-containment seats are heavily recommended.

#### G. Ballast

- a. Bolt-on ballast (weight) must be painted white with affixed legible car number and can only be mounted from axle to axle
- b. Any car that loses bolt-on ballast at any time will be disqualified
- c. No liquid or loose ballast will be permitted.

d. All ballast must be below the mid-rail

#### H. Shocks

1. a. Cockpit adjustable shocks allowed
2. b. Only one shock allowed per wheel.
  - a. Shocks mounted internally are allowed along with shocks at each corner.

#### I. Bumpers

- a. Must have front and rear bumpers
- b. Both front and rear bumpers must extend out further than the tires
- c. Rear bumper must be in a position capable to be used to push the car
- d. If Car loses rear bumper during the race, it will be sent to work area at next caution
- i. Car will have to have a rear bumper bolted on before returning to the race

#### J. Brakes

- a. At least one rear brake required

#### K. Weight Rule

- a. Minimum weight of 750 pounds Non-Wing/775 pounds Wing; including water, oil, fuel and driver
- b. Cars may be weighed prior to and/or following any event.
- c. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

#### L. Tires and Wheels

- a. Unless otherwise noted in individual event/track rules, it is an open tire rule.
  - i. Any compound tire can be used
- b. Tires must be Micro specific
- c. No chemical altering of tires is allowed, testing samples may be taken at any time
- d. Only 10-inch diameter wheels can be used.

#### M. Wings

- a. Outlaw will use up to a "16 Sq Ft" Top Wing
  - i. Max width of belly is 48 Inches
  - ii. Max depth of belly is 48 inches
  - iii. Left Side Board Max size is 26 inches x 54 inches
  - iv. Right Side Board Max size is 24 inches x 54 inches
  - v. Up to ONE INCH wickerbill is legal
  - vi. Belly of the wing MUST BE ONE solid section – NO TWO SECTION Bellies
  - vii. Plum Bob hung from the bottom rear of the left side board MUST land within the tread pattern of the Left Rear Tire.
- b. Outlaw will use a maximum 4 Sq Ft Nose Wing
  - i. The nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.
  - ii. Side boards can be no larger than 10 ¼ inches x 24 ¼ inches.

#### N. Driver Apparel

- a. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory - minimum two (two) layer fire suits.
- b. Full face SA SNELL 2010 approved or better helmets required

#### O. Driver Restraint System

- a. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer)
- b. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions
- c. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage
- d. A five-point harness is required
- e. Any entered car that has a Driver Restraint System that has an outdated expiration date of two (2) years or less will be allowed to compete, but will be given one (1) week to correct the deficiency or the offending car will not be allowed to compete
- f. Any entered car that has a Driver Restraint System that has an expiration date greater than two (2) years old will not be allowed to compete until the restraint system is replaced.

#### P. Communications/Electronics

- a. Raceceivers are mandatory
  - i. A working Raceceiver is considered part of your safety equipment
- b. Two-way electronic communication devices are prohibited
- c. No traction control devices
  - i. NARA officials reserve the right to confiscate any ignition box and tachometer (pair) at any time
- d. External or remote electronic/computer engine, fuel or chassis controls are prohibited



# NARA

## ***National Auto Racing Association***

***600 SBS Wing &  
Non-Wing***

***(SBS – Stock Bore and Stroke)***

### **1. Car and Safety Specifications**

#### **A. Technical Inspection**

- a. All cars entered and present at any NARA event that are intended to compete in the racing event, are open to pre-race inspection prior to any on-track activity
- b. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
- c. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event.
- d. Technical Inspection may also take place throughout the event

#### **B. Engine**

- a. ONLY 600cc – 4-Cylinder – Motorcycle Engines
  - i. 636 Kawasaki Engines are NOT allowed
- b. Stock Bore AND Stroke
- c. Except as noted, all internal engine parts must remain stock with no modifications, metal removal, blueprinting.
- d. No porting or polishing of heads

*NOTE: Factory Port and Polish on 09-12 Kawasaki 600s is legal*
- e. Stock OEM Rods ONLY
- f. Stock OEM Pistons ONLY
- g. The Charging System MUST be complete at the end of the race night, and working at the beginning of any race night.

- h. Transmission **MUST** remain STOCK and ALL gears must function.
- i. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.
  - i. Max RPM during any event is 16,100 RPM
    - i. ECU may have only ONE (1) fuel map, with listed highest RPM of 16,100
    - ii. If the car does not have a programable/readable ECU the car will be tested by rev test with methods provided by the sanctioned racetrack.
      - a. Acceptable methods of testing – tools to be used - will be released soon.
- j. Valve seat inserts may be reworked. Valve springs may be shimmed with standard or aftermarket shims.
- k. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place.
- l. Milling the head and decking the block is allowed
- m. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts (All 3 layers of the head gasket must be used). All other gaskets may be replaced with duplicate aftermarket parts.
- n. STOCK cams may be timed/degreed
- o. Aftermarket cam chain tensioners allowed for safety of the motor.
- p. All bolt on covers can be aftermarket or modified. (Clutch Cover, Breather Covers, Valve Covers, etc.)

### C. Fuel and Fueling

- a. Stock Throttle Bodies ONLY
  - i. Throttle bodies **MUST** be off 600 cc engine
  - ii. Throttle bodies **MUST** match make of engine
- b. Mechanical Fuel injection IS legal, but **MUST** use STOCK THROTTLE BODIES
- c. Methanol based fuel only
- d. Fuel tanks must have bladders
- e. Smaller Jaz style fuel tanks are legal, but must set inside the frame rails and down tubs of the car
- f. No performance fuel additives allowed
- g. Top end lubricants are allowed
- h. Fuel sampling may be done at any time during an event, following the completion of any single race – qualifying, heat, qualifier or feature.
- i. A fuel pump relay that turns the fuel pump off when the engine stops running is **MANDATORY**.
  - NOTE: All late model 600cc engine ECU's have a dedicated wire to trip a fuel pump relay.
- j. Fuel injection engines may run carburetors. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve, Billet intake boots allowed.

- i. Any 600cc OEM CV carburetors (no flat slides allowed).
- k. Stock ECU, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.
- k. Any air box can be used. Any air filter system can be used.
- l. Aftermarket engine oil coolers are allowed

#### D. Car Appearance

- a. Must resemble a traditional Micro Sprint
- b. Numbers must be clearly posted on the nose of the car and on each side of the tail tank

#### E. Chassis Construction/Attachments

- a. A firewall is mandatory, separating the driver from the engine and must be made of minimum 24 gauge (.0625) thick aluminum.
- b. Chain guards are mandatory and have a minimum thickness of .090 aluminum.
- c. Power switches must be on dash and clearly labeled.
- d. *Frame/Roll cage portions of the chassis must be minimum 1 1/4 in x .065 wall or 1 1/8 in. x .083 wall 4130 chromoly, or equivalent.***
  - i. All 4 Corners of the top roll cage must be gusseted with 4" minimum gussets  $\frac{3}{4}$ " OD x .065 tubing
  - ii. No slip joints allowed on the lower or upper frame rails, or any main roll cage tube.
  - iii. A minimum of 4 inches of clearance from the top of the driver's helmet to the top of the roll cage, when seated in normal driving position – directly above the head.
    - a. If clearance is less than specified a 3 or more-point halo (bolted, clamped or welded) must be used to provide proper head clearance.
- e. No aluminum or titanium frames
- f. Seat should be secured by bolts in a minimum of 4 locations - older cars with three bolt locations.
- g. Nerf bars are required, and must not extend past the outside of the rear tires by more than 2 inches, or more than 4 inches inside the outer edge of the rear tire.*
- h. Floor Pans are required and must extend from at least the driver's feet to the front of the seat.
- i. Wet Cell batteries that are mounted in the driver's compartment must be covered and vented to the outside of the car/driver's compartment.

#### F. Seats

- a. Full-containment seats are heavily recommended.

#### G. Ballast

- a. Bolt-on ballast (weight) must be painted white with affixed legible car number and can only be mounted from axle to axle
- b. Any car that loses bolt-on ballast at any time will be disqualified
- c. No liquid or loose ballast will be permitted.
- d. All ballast must be below the mid-rail

#### H. Shocks

- a. Adjustable shocks are allowed.
- b. Only one shock allowed per wheel.
  - i. Shocks mounted internally are allowed along with shocks at each corner.
- c. In cockpit adjustment is NOT allowed
- d. Bump stops and Shock Rubbers are allowed.

#### I. Bumpers

- a. Must have front and rear bumpers
- b. Both front and rear bumpers must extend out further than the tires
- c. Rear bumper must be in a position capable to be used to push the car
- d. If Car loses rear bumper during the race, it will be sent to work area at next caution
  - i. Car will have to have a rear bumper bolted on before returning to the race

#### J. Brakes

- a. At least one rear brake required

#### K. Weight Rule

- a. Minimum weight of 750 pounds non-wing/775 pounds winged; including water, oil, fuel and driver
- b. Cars may be weighed prior to and/or following any event.
- c. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

#### L. Tires and Wheels

- a. Right Rear Tire MUST be a "spec" tire, brand is not important. Ex. ASCS2, US6A, D30, or other brands will be allowed.
- b. Tires must be Micro specific
- c. Any compound is allowed on LR, or Left and Right front.
- d. Tires must Durometer at a 47 or higher after any race.
- e. No chemical altering of tires is allowed, testing samples may be taken at any time
  - i. Tracks may also use the heat cycle test following races at which point the tire must still Durometer 47.
- f. Only 10-inch diameter wheels can be used.
- g. Pressure regulators (bleeders) are allowed

#### M. Wings

- a. 600 SBS will use the "10 Sq Ft" Top Wing
  - i. Max width of belly is 48 Inches
  - ii. Max depth of belly is 32 inches
  - iii. Left Side Board Max size is 24 inches x 48 inches
  - iv. Right Side Board Max size is 18 inches x 48 inches
  - v. Up to ONE INCH wickerbill is legal
  - vi. Belly of the wing MUST BE ONE solid section – NO TWO SECTION Bellies

vii. Plum Bob hung from the bottom rear of the left side board MUST land within the tread pattern of the Left Rear Tire.

b. 600 SBS will use a maximum 3 Sq Ft Nose Wing

i. The nose wing must not extend beyond the outside of the front tires, or beyond the front bumper.

ii. Side boards can be no larger than 10 ¼ inches x 24 ¼ inches.

#### N. Driver Apparel

a. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory - minimum two (two) layer firesuits.

b. Full face SA SNELL 2010 approved or better helmets required

#### O. Driver Restraint System

a. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer)

b. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions

c. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage

d. A five-point harness is required

e. Any entered car that has a Driver Restraint System that has an outdated expiration date of two (2) years or less will be allowed to compete, but will be given one (1) week to correct the deficiency or the offending car will not be allowed to compete

f. Any entered car that has a Driver Restraint System that has an expiration date greater than two (2) years old will not be allowed to compete until the restraint system is replaced.

#### P. Communications/Electronics

a. Raceceivers are mandatory

i. A working Raceceiver is considered part of your safety equipment

b. Two-way electronic communication devices are prohibited

c. No traction control devices

i. NARA officials reserve the right to confiscate any ignition box and tachometer (pair) at any time

d. Electronic/computer engine, fuel or chassis controls are prohibited



# NARA

## *National Auto Racing Association*

### *Restrictor Rules*

#### **AGE REQUIREMENTS**

- A. Drivers aged 8 to 16 may compete in the Restricted Class.
  - a. A driver whose 16th birthday falls during the racing season will be allowed to finish the season.
  - b. Points season begins February 1 each year, and drivers cannot turn 16 prior to that date.

#### **1. Car and Safety Specifications**

##### A. Technical Inspection

- a. All cars entered and present at any NARA event that are intended to compete in the racing event, are open to pre-race inspection prior to any on-track activity
- b. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
- c. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event.
- d. Technical Inspection may also take place throughout the event

##### B. Engine

- a. All four-cylinder engines will have a combined maximum displacement of 600cc.
- b. No current year production engines.
- c. Restrictor Plate must be King Racing Product Restrictor Plate .750" inside diameter.
  - i. Any tampering with or altering will result in disqualification.
- d. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting.
  - i. Valve seat inserts may be reworked.
  - ii. Valves must remain as produced with no modifications.
  - iii. Valve springs may be shimmed with standard or aftermarket shims.
  - iv. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place.

- v. Intake and exhaust ports may not be bead blasted.
- vi. Cylinder head gaskets may be replaced only with original equipment manufacturer's stock parts
  - 1. All 3 layers of the head gasket must be used
  - 2. All other gaskets may be replaced with duplicate aftermarket parts.
  - 3. Light cleaning of gasket surfaces is allowed.
- vii. Aftermarket cam chain tensioners allowed for safety of the motor.
- viii. Modification of oil pan & pick up allowed or aftermarket ok.
- ix. Modification to thermostat cover allowed or aftermarket is allowed.
- x. Modification to water pump Cover allowed or aftermarket ok.
- xi. Any air box, stock appearing CDI, aftermarket washable replacement air filter.
- xii. Any 600cc OEM CV carburetors (no flat slides allowed).
- e. Fuel injection engines can run carburetors.
  - i. Fuel injection engines running carburetors may change all fuel metering devices to tune fuel curve.
- f. Injection must be OEM, stock OEM throttle bodies no mixing manufacturers (i.e. Suzuki on Suzuki, Yamaha on Yamaha etc.) with OEM Boots in place.
  - i. No mixing of manufactures
- g. Stock ECU, FuelTech FT550, PE3-IG2 and PE3-8400 Engine control units are permitted for use with carburetors and Stock Fuel Injection.
- h. Electronic and Mechanical fuel injectors with a mechanical fuel pump must run stock OEM throttle bodies.
- i. NO cones allowed.
- j. Joes Racing Product Tulsa Shootout Carb Adapter (they will be labeled with TSO.)
- k. No nitrous, turbo or superchargers permitted.
- l. All cars must have a noise eliminating exhaust.
- m. CC casting number must be visible on the engine to verify size.
- n. REV LIMIT
  - i. 16,100 rev limit
  - ii. Only ONE fuel map allowed in ECU
  - iii. Rev limit may be checked mechanically or by verifying high rpm in fuel map.

### C. Transmission

- a. All stock gears MUST be in working order.
  - i. gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.

### D. Fuel

- a. Methanol based or racing fuel only
- b. Fuel tanks must have bladders
- c. Smaller Jaz style fuel tanks are legal, but must set inside the frame rails and down tubs of the car
- d. No performance fuel additives allowed
- e. Top end lubricants are allowed

f. Fuel sampling may be done at any time during an event, following the completion of any single race - heat, qualifier or feature.

g. A fuel pump relay that turns the fuel pump off when the engine stops running is MANDATORY.

NOTE: All late model 600cc engine ECU's have a dedicated wire to trip a fuel pump relay.

#### E. Car Appearance

a. Must resemble a traditional Micro Sprint

b. Numbers must be clearly posted on the nose of the car and on each side of the tail tank

#### F. Chassis Construction/Attachments

a. A firewall is mandatory, separating the driver from the engine and must be made of minimum 24 gauge (.0625) thick aluminum.

b. Chain guards are mandatory and have a minimum thickness of .090 aluminum.

c. Power switches must be on dash and clearly labeled.

d. Frame/Roll cage portions of the chassis must be minimum 1 1/4 in x .065 wall or 1 1/8 in. x .083 wall 4130 chromoly, or equivalent.

i. All 4 Corners of the top roll cage must be gusseted with 4" minimum gussets 3/4" OD x .065 tubing

ii. No slip joints allowed on the lower or upper frame rails, or any main roll cage tube.

iii. A minimum of 4 inches of clearance from the top of the driver's helmet to the top of the roll cage, when seated in normal driving position – directly above the head.

a. If clearance is less than specified a 3 or more-point halo (bolted, clamped or welded) must be used to provide proper head clearance.

e. No aluminum or titanium frames

f. Seat should be secured by bolts in a minimum of 4 locations.

g. Nerf bars are required, and must not extend past the outside of the rear tires.

h. Floor Pans are required and must extend from at least the driver's feet to the front of the seat.

i. Absolutely NO in cockpit adjustments – including shocks, wings, Jacobs ladder or panhard bar

j. Wet Cell batteries that are mounted in the driver's compartment must be covered and vented to the outside of the car/driver's compartment.

#### G. Seats

a. Full-containment seats are heavily recommended.

#### H. Ballast

a. Bolt-on ballast (weight) must be painted white with affixed legible car number and can only be mounted from axle to axle

b. Any car that loses bolt-on ballast at any time will be disqualified

c. No liquid or loose ballast will be permitted.

d. All ballast must be below the mid-rail

#### I. Shocks

- a. Cockpit adjustable shocks are NOT allowed
  - i. All cockpit adjusters must be REMOVED, not just disconnected
- b. Only one shock allowed per wheel - 4 Total per car.

#### J. Bumpers

- a. Must have front and rear bumpers
- b. Both front and rear bumpers must extend out further than the tires
- c. Rear bumper must be in a position capable to be used to push the car
- d. If Car loses rear bumper during the race, it will be sent to work area at next caution
- i. Car will have to have a rear bumper bolted on before returning to the race

#### K. Brakes

- a. At least one rear brake required

#### L. Weight Rule

- a. Minimum weight of 700 pounds Non-Wing/725 pounds Wing; including water, oil, fuel and driver
- b. Cars may be weighed prior to and/or following any event.
- c. Cars weighed at the completion of an event may not add fuel or ballast to satisfy the minimum weight requirement.

#### M. Tires and Wheels

- a. Unless otherwise noted this tire rule applies.
  - i. Right Rear Tire Rule must be a "Spec Tire"
    - a. D30, US6A, ASCS2 or equivalent may be used
- b. Tires must be Micro specific
- c. Right Rear tires must Durometer at a 48 or higher after any race, at all events.
- d. No chemical altering of tires is allowed, testing samples may be taken at any time
  - i. Tracks may also use the heat cycle test following races at which point tire must still Durometer 48.
- e. Only 10-inch diameter wheels can be used.

#### N. Wings

- a. 10 Sq. Ft. Top Wing Max
  - i. Left Side Board Max size is 24 inches x 48 inches
  - ii. Right Side Board Max size is 18 inches x 48 inches
  - iii. Up to THREE INCH wickerbill is legal
  - iv. Belly of the wing MUST BE ONE solid section – NO TWO SECTION Bellies
  - v. Plum Bob hung from bottom rear of left side board MUST land within the tread pattern of the Left Rear Tire.
- b. Nose Wing
  - i. Max size 8.5 inches x 21 inches

O. Driver Apparel

- a. Flame retardant driver's suit (SFI 3.2A/5), gloves, and shoes are mandatory - minimum two (two) layer fire suits.
- b. Full face SA SNELL 2010 approved or better helmets required

P. Driver Restraint System

- a. Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer)
- b. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions
- c. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage
- d. A five-point harness is required
- e. Any entered car that has a Driver Restraint System that has an outdated expiration date of two (2) years or less will be allowed to compete, but will be given one (1) week to correct the deficiency or the offending car will not be allowed to compete
- f. Any entered car that has a Driver Restraint System that has an expiration date greater than two (2) years old will not be allowed to compete until restraint system is replaced.

Q. Communications/Electronics

- a. Raceceivers are mandatory
  - i. A working Raceceiver is considered part of your safety equipment
- b. Two-way electronic communication devices are prohibited
- c. No traction control devices
  - i. NARA officials reserve the right to confiscate any ignition box and tachometer (pair) at any time
- d. External or remote electronic/computer engine, fuel or chassis controls are prohibited



# NARA

## *National Auto Racing Association*

### *Jr Sprint Rules*

#### **AGE REQUIREMENTS**

- A. Drivers aged 6 to 12 may compete in the Jr. Sprint Class.
  - a. A driver whose 13th birthday falls during the racing season will be allowed to finish the season.
  - b. Points season begins February 1 each year, and drivers cannot turn 13 prior to that date.

#### **1. Car and Safety Specifications**

- A. Technical Inspection
  - a. All cars entered and present at any NARA event that are intended to compete in the racing event, are open to pre-race inspection prior to any on-track activity
  - b. Pre-race inspection may take place in a specified area and/or directly at the team's transporter
  - c. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from that event.
  - d. Technical Inspection may also take place throughout the event
- B. Weight
  - a. Minimum Car and Driver Weight
    - i. Wing 400 lbs
    - ii. Non-Wing 375 lbs

### C. Roll Cage

- a. Roll cages must be constructed of 1 in. x .083 mild steel or 1 in. x .065 chromoly minimum.
- b. The front of the roll cage must be in front of the steering wheel.
- c. Cage must have bracing front and back of the roll cage with sufficient material strength to protect the roll cage in case of a rollover
- d. Cage must have gussets where bars intersect with the uprights
- e. Bends must have a minimum of a 3-inch radius
- f. Roll cage must be a minimum of 4 inches above the driver's helmet
- g. A cross brace to support the shoulder straps of the racing harness is mandatory behind the seat

### D. Body

- a. Complete bodies, of sprint car design, are required
- b. Tail sections must be in place for all races/events
- c. A firewall formed with minimum 24-gauge steel or .0625" aluminum must be placed between the driver and the engine
- d. No rear view mirrors
- e. Driver must be able to exit the car while only removing the quick disconnect steering wheel.
  - i. The driver must be able to exit without removing any portion of the body
- f. No tops or body encasements allowed
- g. Right side minimum opening from the roll cage to the top of the mud guard or "sissy bar" is 14 inches
- h. Right side minimum opening from the front down tube to the back is 16 inches
- i. Any mechanical devices mounted in the driver's compartment must be mounted below the driver's shoulders
- j. A fuel tank must have a working check valve designed to stop fuel spillage in the case of a rollover.

### E. Wings

- a. Right side board maximum 42 inches x 20 inches – minimum 16" x 16"
- b. Left side board 42 inches x 20 inches maximum – minimum 18" x 18"
  - i. Sideboards must be mounted 90 degrees to the center section.
  - ii. Kickout can not exceed 2 inches
- c. Minimum wing size 5.5 sq ft.
- d. When mounted neither side of the wing can be past the centerline of the rear tire.
- e. Side boards must cover center section of wing and not be more than 3 inches beyond the wing
- f. All wings must have 1/16" radius edging.
  - i. No Raw Edges
- g. No Wood – except ribs or spars inside center section.
- h. Nose Wings must be 24 inches x 18 inches or smaller and must carry the car number.
- i. Nose Wing side boards must be 8.5 inches tall x 21 inches long or smaller
- j. Car must begin each portion of the event with the top wing in place
  - i. Cars may finish without top wing if spare is not available

## F. Engine

- a. Briggs & Stratton World Formula engines as defined by the Jr Sprint USA.
- b. A RLV 5442S header or stock pipe must be used
  - i. Stock pipes may be cut and turned as necessary to fit the race car as long as the pipe still retains the original length, diameters and volume as the original stock pipe.
- c. A RLV 4100 silencer as defined in the Junior Sprint USA Briggs World Formula rule is mandatory.
- d. No Sprocket or Transmission sensors for Traction Control. NO TRACTION CONTROL of any type.

## G. Fuel

- a. Methanol or pump gas ONLY
- b. No Nitro products allowed
- c. Upper Lube is legal
  - i. No other additives allowed
- d. Fuel will be checked

## H. Cockpit Controls

- a. On and off switch can be on dash, top of cowl or steering wheel.
  - i. On and off switch MUST BE FUNCTIONAL
- b. No radio communication is allowed with the car or the driver
- c. No Wing Sliders or pan hard adjuster's driver operated in cockpit

## I. Shocks

- a. Aluminum or steel body shocks are legal

## J. Suspension

- a. Coil-over shock AND torsion bar suspension is legal
- b. All suspension bolts except wheel nuts must be secured by locking device.

## K. Transmission

- a. Engine or Jackshaft mounted clutch is mandatory
- b. No axle mounted clutches allowed
- c. No direct drive allowed
- d. Chain guards will be made of .060-inch-thick aluminum or equivalent
  - i. Guard must run above chain from the front of the front sprocket to the center of the rear axle
  - ii. Chain and sprockets must be out of reach of driver in the cockpit

## L. Tires and Wheels

- a. Wheels must be 8-inch diameter – Steel or Aluminum
- b. The right rear spec tire is to be the Hoosier Junior Sprint tire 16.0/8.5/8/8 RD 20
- c. Grooving and Siping is legal on all four tires
- d. Wheels must be held on with 4 or more standard lug nuts or knock-off hubs
- e. Manufactured three spoke wheels are legal
- f. Tire doping is illegal

M. Width and Length

- a. Width from center to center of tires
  - i. Maximum width 46 inches
  - ii. Minimum width 32 inches
- b. Wheelbase – Center of front axle to center of rear axle
  - i. Maximum 52 inches
  - ii. Minimum 50 inches

N. Hubs and Axles

- a. Front Hubs
  - i. Go Kart type with 5/8" bearings and 5/16" wheel studs, minimum
- b. Rear Hubs
  - i. Douglas 5 x 130 Go Kart type, or others approved by prerace tech
- c. Rear axle can be steel 1 1/4" min diameter
- d. Newer style aluminum axles also legal

O. Steering

- a. Front wheels must be connected by a solid or tubular tie rod

*Thank you and  
see you at the  
Races!!*