



SPRINT INVADERS GENERAL RULES 2012

SITUATIONS MAY ARISE THAT ARE NOT PRECISELY COVERED IN THIS RULE BOOK. ALL RULINGS AND INTERPRETATIONS OF THE RULES INCLUDED HEREIN WILL BE MADE BY SPRINT INVADERS ASSOCIATION OFFICIALS AND THESE JUDGMENTS WILL BE FINAL.

DISCLAIMER

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Competition Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of the race officials. THEIR DECISION IS FINAL.

MEMBERSHIP

No car or driver may compete without a valid Sprint Invaders membership or temporary permit. Team membership is \$250.00. Driver only is \$125.00 and Owner only membership is \$125.00. General Membership is \$25 and Associate Membership is \$50 or more.

A temporary permit is \$25 for non-registered car and \$25 for non-registered driver per event and is good for that event only. There is no limit to the number of temporary permits purchased. Temporary permit holders do not earn Sprint Invaders points and are not eligible for Dash pay out, Heat Race pay out, Mystery Spot, Hard Charger or Contingency Prizes. Teams wishing to become members at subsequent events will not earn points, awards or participation for prior appearances. Temporary pass purchases do accumulate toward full membership price. All membership fees are non-transferable and non-refundable.

A car owner may register multiple cars. Points will be awarded separately to the owner for each car registered. A registered car owner wishing to substitute cars must be present to qualify for points and/or participation. The Competition Director is authorized to resolve all questions and rulings pertaining to car ownership.

TECHNICAL SPECIFICATION & RULES

NO TRACTION CONTROL DEVICES ARE ALLOWED.

CHASSIS: Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. Sprint cars only-no dirt champ cars please. No elliptical tubing used on or as part of the main frame structure. The following measurements are minimum: suggested material: 4130 normalized. No aluminum chassis. A drive line hoop is required.

TOP RAILS: 1½" x .095

BOTTOM RAILS: 1¾" x .095 or 1½" x .083

ROLL CAGE UPRIGHTS: 1¾" x .083

ROLL CAGE TOP CROSS MEMBERS: 1½" x .095

UPPER RAILS: 1¾" x .083

REAR END SAFETY BAR (mandatory): 1" x .083 or 1¼" x .065

BRACE: 1¼" x .065

FUEL TANKS: All fuel tanks must have a bladder. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Fuel cells cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic. Thirty-three (33) gallon tanks are strongly suggested.

WINGS: Maximum top wing size of 25 square feet with 30" side panels. Maximum center foil width is 60 inches. The deepest point allowed in the top surface of the wing will be 2½" measured from top front of wing to the rear edge. Flat wings only are allowed a 1" wicker bill. Dish wings can not use a wicker bill. No additions to center foil. Center foil must be one piece. Center foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with one (1) degree variance allowed. Side panels must be one piece. No split wings or bi-wings. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90 degree angle with no more than an 8 degree variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge. Panels may not measure more than 84" on a diagonal measurement from all outside corners. Panels must be of one-piece construction. Panels must be fabricated flat so as 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 1/4" on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 2 1/2" of turnout as measured from the center foil. Top wings must not extend beyond the outside of rear tires. Right side boards must be flat with no bends or extensions. 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 one inch (1") at the front and three inches (3") at the rear. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces to extend beyond or underneath front torsion tube except hood. Sun shields cannot restrict vision. No wedges or foils underneath race car. Hydraulic wing sliders are optional.

No pieces may be added to the basic frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind-break of any nature, except those used to cool or protect the motor and braking system.

FRONT WINGS: Maximum size is 6 square feet with a maximum width of 36 inches. Side panels cannot exceed 26 inches in length or 12 inches in height and may have top and bottom turn outs of no more than ¾". The horizontal distance from the front edge of the front axle to the most frontal portion of the front wing cannot exceed 20 inches nor can any part of the front wing extend beyond a point one inch (1") back from the front edge of the front bumper. No split wings are allowed.

WHEELS: No dual wheels allowed. The maximum right rear wheel width is 18". The maximum left rear wheel width is 15". No carbon fiber wheels!

SUSPENSION: No cockpit adjustable suspension tuning shock absorbers or weight adjusting devices.

NUMBERS: Numbers must be visible and neat in appearance. Numbers must be on both the left and right side of the tail as well as the side panels of the top wing. Wing numbers must be at least 18 inches high and letters must be at least 10 inches high.

MUFFLERS: No mufflers are required. If mufflers are required by racetrack/promoter, any approved muffler will be allowed. See technical inspector for any questions. Should mufflers be required, loss of a muffler during a race will constitute disqualification for that race.

BRAKES: Steel, aluminum, titanium or carbon fiber brake rotors are allowed.

BUMPERS: All rear bumpers must be steel. Minimum one inch (1") in diameter and .065 thickness. Front bumpers maximum length is eight inches (8").

NERF BARS: Steel only required.

DRAG LINKS: Drag links and tie rods must utilize 4130 steel or 6061-T6 aluminum, steel or aluminum rod ends are permitted. A tether is required on the drag link, attached to the frame. Steel steering links and rod ends highly recommended. No drilled or hollow bolts allowed in steering components.

FLOOR PAN: Steel or aluminum only.

CARBON FIBER: Except for brake rotors, no carbon fiber parts allowed in the suspension or driveline. No carbon fiber hoods, nose pieces or fuel tanks. No carbon fiber sleeves.

ENGINE: Steel blocks only, 360 cubic inch with 1% maximum displacement (363.6). Engine connecting rods must be 100% steel.

HEADS: ASCS spec head unaltered or an ASCS restrictor gasket, unaltered as follows:

Spec heads with ASCS stamp may not be altered in any way except: intake port floors and sides may be ground or polished ¾ of an inch or no further into port than the closest letter of the ASCS logo. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing. Polishing will be allowed no more than 1½" below the bottom of the original seat ring on the backside of the bowl area and no more than one inch (1") on the short side. No #12 cylinder heads, no #18 degree heads, no canted valve heads, no heads other than original 23 degree valve angle heads excluding Ford/Mopar. A maximum of one-degree tolerance of original manufacturing of valve angle allowed.

Non-spec heads will be allowed, but must have an unaltered intake restrictor gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top. The restrictor gasket must protrude a minimum of .150 inch into the roofline of both the injector port and the cylinder head port. There shall be no streamlining or re-contouring of intake ports or injectors to reduce the effect of the restrictor gasket. Non-spec heads must have stock intake bolt location and injector manifold is to be installed with stock 3/8" diameter bolts. No step studs or relocating bolt-holes. Only two valves and one spark plug per cylinder are allowed.

Penalty for altered spec head or altering gasket will be up to a one thousand dollar (\$1,000) fine, forfeiture of all points, monies paid and contingencies earned during the programs events in which infraction was found. Tow/Non-Qualifier money is exempt from this infraction. Car and driver cannot compete at Sprint Invaders sanctioned events until fine is paid.

These rules pertain to the small block Chevrolet. However, any engine may be used after the heads have been approved by Sprint Invaders officials.

FUEL INJECTION: Fuel injection will have a maximum bore of 2 3/16". If sleeved down, sleeve must be at least three inches long and measure 2 3/16" throughout. No down nozzles, only 1 nozzle per cylinder is allowed.

TIRES: An American Racer tire (MC-2) J6UNN, BTC is the spec tire for the right rear. Boubin Tire of Independence or Jamison Rubber are the exclusive distributors for the tire. The price of all right rear tires is set and will not change over the course of the season. Tires will be available for purchase at each sanctioned event.

BOLTS: Steel and or titanium are recommended. Hollow steel bolts are also legal except in steering components.

FUEL: Methanol or ethanol fuel only. It will be the responsibility of the participant to remove any cover or cap on the tank for the purpose of obtaining a sample for a fuel check. If the fuel tests indicate the presence of additives, the competitor will be disqualified for the remainder of the day's events and all points and money earned for the event will be forfeited to the Award Fund. Fuel checks may be run anytime during the events or following the feature.

SAFETY RULES

All Sprint Invaders rules are intended to make racing as safe as possible. However, there is no guarantee that an incident will not occur even if all the rules are followed to the letter. Sprint Invaders officials and fellow participants are grateful for the cooperation of all car owners, drivers and other team members.

SEATBELTS: Seatbelts should have the five or six point configuration of attachment to the frame or roll cage. Seat belt manufactures mounting recommendations should be followed. Drivers arm restraints are mandatory. The Sprint Invaders Association reserves the right to withdraw any car from competition that it deems to have an unsafe seat and/or poorly mounted seatbelts.

DRIVER'S EQUIPMENT: The driver's suit should be of multi-layered Nomex. Nomex underwear and head sock is strongly suggested. Driving gloves, racing shoes and socks are required. The use of a neck collar or other head restraint device is strongly recommended. NO unsafe alterations please! The Sprint Invaders Association reserves the right to inspect and reject any unsafe driver's equipment. Full faced helmet with snell SA 95 rating or newer required. A head and shoulder restraint device is also strongly recommended.

CAR'S EQUIPMENT: A securely fastened steering wheel with a quick disconnect/removable steering wheel is expected. All roll cages must be higher than the driver's helmet. Opening on the left hand side of cockpit must be a minimum of 14 inches. Minimum wheelbase is 83"; maximum wheelbase is 90". No pop-rivets or cotter keys can be used to fasten wings, bumpers or nerf bars to race car. No titanium crankshafts or rods will be allowed. There must be an inspection plug in the oil pan, either a #12 AN fitting or a one-inch (1") pipe plug. No racing permitted without a hood. If the rear bumper is lost, the car may continue the race until the race is stopped. No restarting the car without a rear bumper. Metal fasteners are strongly suggested. Left side net is suggested. A rock screen is strongly suggested. U joint safety cages are also recommended. The use of padded head rests or padded roll bars in the drivers head area are also good ideas.

SPORTSMANSHIP, FINES & PENALTIES

SPORTSMANSHIP: Perhaps the most important element of competition is sportsmanship. Sprint car racing is a very emotional sport. Therefore, good sportsmanship is a cornerstone of the Sprint Invaders Association. Sportsmanship includes respect for all participants – drivers, owners, pit crew, officials, etc.

The Sprint Invaders Association is committed to being fair and consistent with all rules and guidelines regardless of the situation and those involved. All participants will be treated equally.

MISCONDUCT in the pit area will not be tolerated. A racer's pit area is his "space"; remember to respect that space. Each driver is responsible for the actions of members of his or her crew. In the event of an incident on or off the track, the actions in the pit area will be scrutinized.

FINES: All Sprint Invader and track rules will be enforced in the event of any misconduct by anyone in the pit area. In an effort to curtail the incidents, in addition to any sanctions enforced by the track, the following Sprint Invaders Association penalties will be in force:

1. Threatening or obscene gestures aimed at an official or a competitor: \$100 to \$500.

2. Foul language directed at and official or a competitor: \$100 to \$500.

3. Rough driving: \$100 to \$500.

4. Fighting in the pit area: \$200 to \$2,000.

5. Pushing, shoving or assaulting an official: \$500 to \$2,000.

6. Disqualification may be an additional penalty in the case of flagrant violations. Disqualifications will be for a specific number of race nights. Rain-outs will not be included when a penalty involves a specific number of races. In the event a car and/or driver is disqualified, no points will be awarded for the event and the event will not count towards both the driver or the car owner's participation for the season.

Fines and /or disqualifications will be at the discretion of the Competition Director and will be assessed within 24 hours of the event. Written appeals may be presented to the Board of Directors of the Sprint Invaders Association within 48 hours of the completion of the race. No appeals will be accepted late. All decisions of the Board will be final.

Pursuant to the membership agreement, all decisions of Sprint Invaders Association officials regarding the interpretation and application of the Sprint Invaders rules and the scoring of positions shall be non-litigable. Participants in Sprint Invaders sanctioned events agree to not initiate any type of legal action against the SIA or and SIA promoter or board member to challenge such decisions, to seek monetary damages, to seek injunctive relief or to seek any other kind of legal remedy. If legal action is pursued, reimbursement of all legal fees and costs incurred by the SIA, the SIA promoter or the SIA board member in defending such action will be paid by the claimant.

PAYMENT OF FINES: Any fine imposed on a driver and/or car owner must be paid prior to return to competition at any Sprint Invaders sanctioned event. In the event the fine is unpaid after the final points event of the season, the fine will be deducted from any points fund monies due the car owner/driver. In the event the amount of fine exceeds any monies due, the member will be barred from competition until fine is paid. Any or all contingency awards earned will be withheld pending any unpaid fines. Temporary pass holders are subject to fines and will be barred from sanctioned competition until payment is made.

POINTS, PAY OUT AND AWARDS

POINTS: To be eligible for points fund and contingency awards at the end of the season, a car owner or driver must have competed in at least 75% of the sanctioned events and be a member of the Sprint Invaders Association in good standing. In the event that 75% of the total points races run is an uneven number of events, the number of events needed to be qualified will be determined as follows: a. If the number of events needed to qualify is between X.01 and X.49 the total number of events needed to qualify will be rounded to the lower number. b. If the number of events needed to qualify is between X.50 and X.99 the total number of events needed to qualify will be rounded to the higher number. (Examples: 14 races run, 75% of 14 races is 10.5 and will round to 11. 19 races run, 75% of 19 races is 14.3 and will round to 14.)

Series points will be awarded to both the registered driver and the registered car owner. Points will be earned as follows: Heat races will be scored at 20,18,16,14,12,10 for the top six finishing cars. Dash points will be scored as 6,5,4,3,2,1. Features will be scored at 150 points for the top finishing car, 146 for second and 2 points less for each subsequent car down through the field (20th place pays 110 points.) If a car is qualified for the "A" feature and can not start, the car will earn "B" feature points. All cars competing in the "B" feature and not transferring to the "A" feature will earn 75 points. All properly registered cars taking at least one green flag will earn 50 Show Up/Loyalty points. (This includes hot lap sessions.)

Points will only be awarded to registered cars and drivers when participating in co-sanctioned events. Participation in co-sanctioned events is included in eligibility for points fund and prizes unless otherwise determined in advance of the event(s).

AWARDS: Each registered car must display the official Sprint Invaders decal and required contingency decals to be eligible for awards. All decals must appear on the race car and or wing and are monitored at each event by SIA officials. Decals can be obtained from the Competition Director, Pit Registrar or Decal Coordinator. Only registered members are eligible for Dash pay out, Heat Race pay out, Mystery Spot, Hard Charger or Contingency Prizes. All prizes are awarded to the registered car owner unless otherwise noted, i.e. the Hard Charger Award is given to a registered driver regardless of the status of the car he or she has driven. Registered cars with temporary pass drivers are eligible for awards unless the award is specified to the driver.

PAYOUT: All race pay out is to the car owner or temporary permit holder. Social security or Federal ID # are required with membership and temporary permit status. It is the responsibility of the car owner or his/her designate to provide accurate information to the Pit Registrar. Announcements will be made at the driver's meeting as to location of pay out. The track promoter is responsible for Feature and NQ/Tow Money. It is the responsibility of the team to claim pay out from the race track. Checks for Heats & Dash may be picked up at the SIA tech trailer. All registered cars running the dash and cars finishing 3rd-6th in the heats will receive pay. A car will receive either a heat or dash check, not both.

RACE PROCEDURES

1. All teams are required to register and draw at the Sprint Invaders tech trailer upon arrival.
2. Heat race line-ups will be determined by draw. Line up is determined low numbers across the heats. Rookies are ineligible to draw until cleared by Competition Director and will lineup following the field. Multiple rookies will line up in order signed in. The draw will be considered closed upon the start of the driver's meeting. Cars not drawn will line up between the last car drawn and the inexperienced cars (drivers). TP cars failing to complete proper sign in procedure will be omitted from the lineup and will tag the back of the field.
 3. A) For car count up to 17, two 10-lap heats will be run. Top 5 from each heat will qualify for the feature. Top 3 from each heat will run the Shake-Up Dash (6 cars-6 laps). The remaining cars will line up in the main feature race based on heat race finish.
 - B) For car count of 18 to 27 cars, three 8-lap heats will be run. Top 5 from each heat will qualify for the feature. Top 2 from each heat will run the Shake-Up Dash (6 cars-6 laps). Cars finishing in 6th place and beyond will run a "B" feature to determine starting position in the "A".
 - C) For car count of 28 cars and above, four 8-lap heats will be run. Top 4 from each heat will qualify for the feature. Top 2 from each heat will run the Shake-Up Dash (8 cars-6 laps). Cars finishing in 5th place and beyond will run a "B" feature to determine starting position in the "A".
 - D) B feature lineup is determined by finishing heat race order. Cars failing to finish the heat race will be scored in the order they exit the track. One B feature will be run unless the car count exceeds 36 cars. The Competition Director and Promoter have the final say in the quantity and length of all events.
4. The top 2 cars from each heat will report to the tech trailer for redraw to line up the dash. The winner of the Shake-Up will stop on the front stretch for pictures and will draw for starting position in the A feature. Finishing positions 2-6 of the field will line up following the Shake-Up rules. (Positions 7 & 8, if run, will start the feature on row 4) In the event a car scratches prior to running the Shake-Up, the position will not be filled. The remaining cars will move straight up. In the event a qualified car does not start the Shake-Up, the car may start the A feature at the tail of the Shake-Up field. In the event a qualified car runs the Shake-Up and is unable to start the A, the winner of the Shake-Up determines his or her starting position and the remaining cars rotate to fill the top rows. This is not considered crossing over and is based on the Shake-Up rules. If the remaining A feature field is to be moved up, it will be straight up and not crossed over.
5. Features will start 20 cars; the Competition Director & Promoter may choose to start additional cars at their discretion.
6. Main feature races will be a minimum of 20 laps and a maximum of 30 laps.
7. The winner of the A feature will stop on the front stretch for pictures.
8. A tie for series championship will be broken by best finishes. All other positions remain tied (Example: If there is a tie for second place, two second place awards will be paid, followed by a fourth place award).

COMPETITION RULES

1. A driver may attempt to qualify only one car in heat races.
2. A car can only be run in one heat race.
3. Any car failing to participate in a heat may tag the back of the B.
4. Any driver changing cars after heat races will start in the last position of the next race qualified for. A driver changing cars after qualifying in the Shake-Up will start at the tail of the A Main. In the event a driver switches cars after qualifying, he or she will be ineligible to earn driver points the remainder of the night. The qualified car will earn points.
5. Once a car is staged, driver may not change cars for that race.
6. Right rear spec tires will be monitored for stamping **American Racer (MC-2) J6UNN, BTC**.
7. In the event any car scratches, fails to appear for staging or missing cars upon double file restarts, all realignments (except as provided for in the Shake-Up) will result in cars moving straight forward.
8. All red flags are considered closed. Only officials, safety crew or ambulance personnel are allowed on the track during a red flag. (No crew members or unauthorized people on the track unless directed by officials.) The driver must stay with his or her car in the event of a wreck until the car is removed from the track. The only exception to this rule is in the event the driver is removed from the track by ambulance. This is for continuity and quick resumption of the race. Drivers failing to follow this rule are subject to penalty up to and including monetary fine and/or disqualification.

9. Any car leaving any race event will not be allowed to return to the track during that event.
10. All drivers are to remain in their cars at all times unless directly involved in red flag. Officials may rule otherwise for a prolonged red flag condition.
11. All restarts will be on the front stretch. Any "jumping" prior to the cone will result in driver being sent to the rear. Second offense will result in being sent to the pits.
12. Lap cars will stay in position for all restarts. Any car failing to comply with track officials during re-alignment is subject to penalty up to and including disqualification from race. Cars failing to follow track officials direction will be scored as out of the race.
13. If a race is stopped after white flag is displayed, the restart will be green/white (same lap), and checkered flag. Once the leader or leaders take the checkered flag, if it is necessary to display the caution flag, remaining cars will be scored based on the last completed lap. Cars failing to cross the finish line will be paid at the tail of the finishing order based on number of laps completed. The Competition Director has the authority to call a race complete if the car count is diminished or in the event the safety of the racers, officials or fans could be affected.
14. During all competition, an "involved car" is defined as a car that stops on the track for any reason.
15. For all races events, if no laps have been scored, involved cars will be sent to the rear, the remaining cars will re-align, double file.
16. After one lap is completed, all restarts will be single-file, nose-to-tail. Any subsequent re-start line-ups will revert to the last completed lap; all involved cars will be sent to the rear.
17. A driver spinning out and attempting a 360 spin to continue constitutes a yellow flag-regardless if the car stops- and results in driver being sent to the rear. Any driver spinning or stopping twice will be sent to the pits.
18. Competition director reserves the right to a driver's starting position eligibility. (Example: rookie or inexperienced drivers.)
19. The Hard Charger Award will be determined based on the original starting position of each car in the main feature. The award will be given to the driver who achieves the highest final finishing position in comparison to the original starting position. In the event of a tie, the highest finishing registered driver will receive the award.
20. Mystery Spots will be drawn prior to the start of the A feature from positions 2-19. In the event a Contingency award is deemed for a specific finishing position, that position will be removed from the draw. Awards are given only to registered car owners. In the event a Temporary Pass driver finishes in the pre-determined finishing spot, the Award will be re-drawn until a registered car owner is selected. In the event that more than one Mystery Spot is awarded, each position will have only one chance per night. (i.e. If the first Mystery Spot is drawn as #3, # 3 is not eligible for the second Mystery Spot.)
21. Promoters will make every effort to have the Sprint Invader A feature on the track, or be the next event to start by 9:30 PM.
22. After an owner draws for heat race positions, they may only run the car that came out of or off their trailer. The driver may go to another car, but the driver would be ineligible for points (per rules). Only the second car owner would get points.

ROOKIE STATUS & QUALIFICATIONS

All new sprint car drivers are considered rookies regardless of other competition venues. It is the responsibility of the driver and/or car owner to notify officials as to the status of the driver.

A rookie or inexperienced driver competing in a sprint car must complete at least three events prior to being started based on the results of the draw and/or finishing. Three events may constitute a heat, a B-main and an A feature at the same event. The Competition Director will assess the driver's performance based on the three events and determine eligibility for future line-ups.

Any driver wishing to compete for SIA Rookie of the Year must have run 10 or less nights competition in any sprint car venue. A driver must announce his or her intention to be considered for the award and must be a registered member of the Sprint Invaders. To be Rookie of the Year the driver must have participated in the qualifying 80% of the points races and achieved the highest points status among those qualified. A rookie or inexperienced driver competing in a sprint car must complete at least three events prior to being started based on the results of the draw and/or finishing. Three events may constitute a heat, a B-main and an A feature. The Competition Director will assess the driver's performance based on the three events and determine eligibility for future line-ups.

INSPECTIONS & PROTESTS

1. The top 3 finishing cars are required to report directly to the designated inspection area immediately upon completion of the "A" feature race. No more than 2 representatives from each car will be permitted within the confines of the tech area. **All cars** are subject to inspection for cubic inches and port inspection of cylinder heads, injector stacks and/or restrictors. Upon request intake manifold and/or cylinder head removal may be required.
2. The Tech Inspector will administer all tech inspections immediately following the "A" feature.
3. No protests or complaints will be allowed beyond thirty-minutes after the completion of the "A" feature. The driver and/or owner are the only racers permitted to lodge a protest and address officials during this period of time. Anyone else interfering with this process is subject to penalties and or removal from the pits.

The Sprint Invaders Association Competition Director has the authority at all sanctioned events to act on behalf of the Board of Directors of the Association in matters pertaining to the events.

Board members will abstain from involvement in decisions at race events. Hence, it is inappropriate to bring any matters regarding past, current or future competition to Board Members until after all racing action has been completed at each event. All matters are to be directed to the Competition Director. THERE WILL BE NO EXCEPTIONS TO THIS RULE!

Rules Revised January 2012