



SPRINT CARS OF NEW ENGLAND 2025 RULES & REGULATIONS

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MISSION STATEMENT:

The Sprint Cars of New England (SCoNE) is a touring series of professional automobile racing, created to provide an equal and safe set of rules, designed to provide its members an avenue to compete and entertain its fan base to the excitement of open-wheel Sprint Car racing across the Northeastern United States.

2025 SCoNE RULES

(UPDATES IN RED TEXT)

1. CODE OF CONDUCT:

1. Any items not covered in the SCoNE Rules & Regulations are subject to discussion with SCoNE Officials, with a determination to be made in the interest of safety and fairness.
2. SCoNE will adhere to all safety rules and procedural regulations in place at the tracks that host SCoNE events. Track Officials may be given the authority to give directives to SCoNE Officials and/or SCoNE Competitors regarding safety and procedures (except during SCoNE on-track competition).
3. Each person is responsible for their own actions individually, while their actions will also be a reflection on the car owner, driver, and all other members of their race team. Individual violators of SCoNE and/or track rules or regulations may negatively affect their team as a whole, and the entire team may be penalized as a result of a single person's negative actions.
4. No one shall consume any type of drugs, alcohol, or other intoxicants, legal or illegal, prior to or during an event. Any violation will result in a minimum one-year suspension from SCoNE from the date of the incident.
5. Any Licensed SCoNE Member **or non-licensed participant** may have their membership **and/or participation privileges** suspended or revoked at any time, including for actions outside of SCoNE. This includes (but is not limited to) technical and/or behavioral penalties at non-SCoNE events, social media conduct, legal and/or domestic matters outside of motorsports, or other conduct deemed unbecoming of the Sprint Cars of New England organization.
6. Any car or driver deemed by SCoNE Officials to be unfit or unsafe may be disqualified and disallowed from competition. Any driver witnessed performing conduct detrimental to the safety of their fellow competitors or contrary to the mission statement of the Sprint Cars of New England may be disqualified from any race meet or season.
7. No excessive speeding or spinning of tires in the pit area.
 - First offense: \$250 fine, probation through the next three (3) events.
 - Second offense: \$500 fine, minimum 1-race suspension from SCoNE.
 - Fines must be paid in full prior to returning to any SCoNE events.
8. Discussions with SCoNE Officials will take place in a civil manner. No one shall enter the starter's stand or scoring tower for any reason. **No race may be interrupted or delayed.**
9. No one shall use abusive language or engage in physical confrontation with a SCoNE Official or any member of another race team.
 - First offense: \$500 fine, minimum 1-race suspension from SCoNE.
 - Second offense: \$1,000 fine, minimum 1-year suspension from SCoNE from the date of the incident.
 - Third offense: Lifetime suspension from SCoNE without possibility of appeal.
 - Fines must be paid in full prior to returning to any SCoNE events.

2. SAFETY REGULATIONS:

1. Drivers must always wear proper safety equipment while in competition. This includes an approved motorsports helmet (minimum rating Snell SA2015, SFI 31.1, or FIA 8860); SFI-approved racing-type fire retardant suit, gloves, and shoes (minimum rating SFI 3.2A/1); and arm restraints. A head-and-neck restraint device is highly recommended (no foam collars) and may be made mandatory in the future.

| SFI Rating | Thermal Protective Performance (TPP) Value | Time to 2nd Degree Burn |
|------------|--|-------------------------|
| 3.2A/1 | 6 | 3 Seconds |
| 3.2A/3 | 14 | 7 Seconds |
| 3.2A/5 | 19 | 10 Seconds |
| 3.2A/10 | 38 | 19 Seconds |
| 3.2A/15 | 60 | 30 Seconds |
| 3.2A/20 | 80 | 40 Seconds |

2. Drivers must utilize approved racing-type safety belts. No belts more than three (3) years old. Subject to inspection.
3. Drivers under 18 years old must apply to compete with SCoNE. Minor drivers must have parental consent in writing and provide a record of prior racing competition experience.
4. Novice/rookie and minor drivers are subject to passing a skills and knowledge test prior to competition, which may include on-track testing.
5. If a driver starts their car in the pit area, proper safety gear must be worn while the car is in motion (helmet, race suit, etc.), and seat belts must be worn and fastened.
6. The SCoNE Race Director will use a radio to communicate with drivers and designated pushers. A working one-way radio scanner (Raceceiver or R.E. brands recommended) with working earbuds is MANDATORY for all drivers and pushers. Radio frequency will be posted at all events.
7. No TWO-WAY radios allowed. No other means of communication allowed. **No communication between drivers and anyone off-track other than SCoNE Officials.**
8. Any driver without a working one-way radio scanner may be penalized to the rear of the running order and/or not permitted to compete.
9. Any pusher without a working one-way radio scanner will not be permitted on the race track under any circumstance.
10. Pushers are required to wear a helmet at all times while on the race track. Helmet must be DOT-approved or better. Pushers must wear high-visibility shirts or vests.

3. RACING PROCEDURES:

1. It is the objective of SCoNE to avoid delays in the racing program. All teams must be ready to line up in staging area prior to races, and drivers must be race-ready. Schedule updates will be provided whenever possible at each event.
2. No car will enter the track at any time without permission from a SCoNE Official or a Track Official.
3. No one will be allowed on the track at any time unless directed by a SCoNE Official or a Track Official. **Offenses are considered cumulative and will carry over year-to-year. There will be no “reset” at season’s end.**
 - First offense: The person and/or team in violation will be warned and placed on probation for the balance of the current season.
 - Second offense: The person and/or team in violation will be suspended for the balance of the current season.
 - **Third offense: The person and/or team in violation will be permanently expelled from SCoNE.**
4. Races with “open red” breaks, including a mandatory fuel stop on long-distance races. Maximum three (3) crew members per car on track. Any adjustment is possible with the exception of changing a tire.
5. If a car exits the racing surface to enter the pit area during a Heat, Consi, B-Main, LCQ, or Dash, it will not be allowed to return at any time during that race.
6. If a car exits the racing surface to enter the pit area during a Feature, it will be permitted to return before the race resumes green-flag racing. Cars entering the pit area will have two (2) courtesy laps to return to the track. When the Race Director and/or Chief Starter (flagger) indicates that a restart is pending, the pits will be closed; any car in the pits at that time cannot return to the track until the next yellow flag. If a team pushes its car out to the racing surface in violation of this rule, that car will be parked for the rest of the race, the team owner will be fined \$250, and both the driver and pusher will each be placed on probation for a minimum of three (3) events; a second violation will result in a minimum 1-race suspension.
7. No crew members or push vehicles will be allowed on the track surface during a red flag until directed by a SCoNE Official or a Track Official.

8. After being pushed off to start, cars must idle around the track until instructed by Race Director or Chief Starter to hot-lap. NO EXCEPTIONS! Penalties as follows:
 - First offense: Driver and car will start at rear of field.
 - Second offense: Driver and car will be parked for the event and placed on probation for a minimum of three (3) events.
 - Third offense: Driver will be suspended for 1 year from the date of the incident.
9. Cars may not pass the pace vehicle (if one is used) unless directed by a SCoNE Official. Violators will start at the rear of that race.
10. All original starts will be when the green flag waves and/or the green light comes on in the fourth corner. The starting area will be marked by a cone, flag, or similar item, to be determined and outlined in the driver meeting. The two front-row cars shall set an even pace and fire at approximately the same time. Cars will maintain their position for the start of the race without flaring out. Passing is not permitted until the start/finish line; any car passing before the start/finish line will be penalized by the Race Director at the next available yellow flag or end of the race (whichever comes first), two positions for each one car passed.
11. If an accident occurs on the original start, the car(s) determined by the Race Director to be involved will restart at the rear of the field.
12. If an accident occurs after the original start, the car(s) determined by the Race Director to be involved will restart at the rear of the cars on their respective lap.
13. For restarts, lapped cars will be placed at the rear of the field in running order during the last green flag lap.
14. All restarts after the original start will be in "Delaware Double File" formation, with the leader alone on the front row. Only the second-place car may pick which lane to start from (inside or outside). The rest of the field will cross over into a two-by-two formation starting with the 4th place car starting on the inside lane.
15. In a Delaware Double File restart, the leader may restart the race at any time in the designated restart zone.
16. If **the leader or** either front-row car is deemed by the Race Director to have jumped the start, the offending car(s) will be given a warning, and the start will be waved off and attempted again. If a car jumps again, said car(s) will be penalized **two positions**.
17. In the event of a caution before a full lap is completed following the original start or a restart, the Race Director may elect to mandate a single-file formation on the ensuing restart. (NOTE: The Race Director may elect to mandate single file restarts at any time.)
18. **All on-track incidents with contact between cars that necessitate a caution period will be considered "no-fault" with all cars making contact to be ruled "involved" in the incident.**
19. **In a single-car incident that causes a caution period, if the car does not come to a complete stop, it may be "blended" into the running order at the discretion of the Race Director, rather than automatically being placed at the rear of the running order.**
20. **If a yellow or red flag is displayed during the race, the restart order will be the running order of the previous completed lap.**
21. **If a yellow or red flag is displayed on the final lap before the leader has finished the lap, there will be a green-white-checkered restart – maximum three (3) attempts.**
22. **If a yellow or red flag is displayed on the final lap after the leader and/or additional car(s) have crossed the finish line, the car(s) that have completed the final lap will be scored in order. The balance of the field will be scored according to the running order of the previous completed lap and will be credited with completing the final lap, except for the car(s) deemed to be involved in the incident that necessitated the yellow or red flag. Car(s) involved in the incident will be placed in the finish order according to laps completed and will be scored last among the cars in their lap.**

4. HANDICAPPING & POINTS:

1. **All drivers are required to purchase a SCoNE Membership prior to competition; full-season memberships and one-day memberships are available.**
2. **A \$20 Entry Fee will be required for all drivers at all events prior to competition, in addition to the SCoNE Membership. The Entry Fee is due at registration check-in.**
3. **Working MYLAPS-brand scoring transponders are MANDATORY on all cars. Transponders must be securely mounted on the chassis ahead of the front axle (see Race Director with location questions). Cars without a functional, activated MYLAPS-brand transponder may not be scored or may not be permitted to compete.**

4. The first two (2) events of each season will be handicapped by random draw. The Handicap Value system will begin at the third event.
5. All qualifying procedures including number of Heat Races and transfer positions, and the use of consolation races, a B-Main, a Dash, or any other preliminary races are subject to change dependent upon car count at each event.
6. Qualifying heat lineups set by handicap. Entry list will be evenly divided into groups of cars to set lineups.
7. Handicap Value will be the number of points a driver has earned in all SCoNE Feature Races (heats not included) in the current season, divided by the number of events (attempts to qualify) that a driver has competed in during the season.
8. A-Main disqualification **or penalty** will equal an A-Main feature win Handicap Value for that event.
9. There will not be penalty or “phantom” points in the Handicap Value for missing a SCoNE event.
10. The driver with the lowest Handicap Value will start first in Heat 1.
 - a. If one Heat Race, the balance of the field will line up in order of handicap, low to high.
 - b. If two Heat Races, the driver with the next lowest handicap will start first in Heat 2; the next lowest will start second in Heat 1; the next lowest will start second in Heat 2; and so on in an alternating pattern.
 - c. If three Heat Races, the driver with the next lowest handicap will start first in Heat 2; the next lowest will start first in Heat 3; the next lowest will start second in Heat 1; and so on in an alternating pattern.
11. Drivers who finish in a transfer position in their Heat Race will redraw for starting position for the A-Main.
 - a. The pool of qualified drivers will be organized by Handicap Value and then split into two groups for the redraw.
 - b. Group 1 will be drivers with a lower Handicap Value, Group 2 will be drivers with a higher Handicap Value.
 - c. Group 1 will redraw for the front half of the qualified starting positions in the A-Main; Group 2 will redraw for the back half of the qualified starting positions in the A-Main.

EXAMPLE: If 12 cars qualify through Heat Races, the pool will be split into two groups of six (6) drivers each. The 6 Low Handicap drivers will redraw for starting positions 1-6, and the 6 High Handicap drivers will redraw for starting positions 7-12.

12. The number of transfer positions will be as follows (unless otherwise noted in Pit Meeting):

| Car Count | No. of Heat Races | No. of Transfer Cars Per Heat | Total Qualifiers to Handicap/Redraw |
|-----------|-------------------|-------------------------------|-------------------------------------|
| 9 or less | 1 | TBD – 7 max. | TBD – 7 max. |
| 10-12 | 2 | 3 | 6 |
| 13-14 | 2 | 4 | 8 |
| 15-17 | 2 | 5 | 10 |
| 18-20 | 3 | 4 | 12 |
| 21-24 | 3 | 5 | 15 |
| 25+ | TBD | TBD | TBD |

- ~~13. The Previous Feature Winner (PFW) will retain their Handicap Value for the next event's Heat Race only. If the PFW finishes in a transfer position during qualifying, they will be required to start last among all qualified drivers in the A-Main Feature Race. (Example: If 10 cars qualify through Heat Races and the PFW qualifies among them, the PFW will start 10th.) If the PFW does not finish in a transfer position in a Heat Race, they will start the A-Main in the position they earned behind the qualified cars. (NOTE: This rule applies to any driver who is making their next SCoNE appearance following their most recent SCoNE victory, even if they do not attend the event(s) immediately following their victory.)~~
14. Any driver that qualifies for the A-Main Feature but changes cars prior to the start must start from the rear.
15. Novice/rookie drivers will be required to start at the rear for a minimum of three (3) events before being granted their earned Handicap Value, and they may be required to forfeit a Handicap Value until they display the ability to control their car and/or keep pace with the field under race conditions. Novice/rookie drivers will be evaluated by SCoNE Officials on a case-by-case basis.

16. Experienced drivers without a prior three-race Handicap Value will be required to start at the rear (or at the rear of the transfer cars, if qualified) for a minimum of one (1) event before being granted their earned Handicap Value.
17. There will not be ties in the handicap. Drivers with equal three-race Handicap Value will be ranked by the most recent race (or each prior race if values are still equal).
18. Handicap, lineup, and scoring procedures for events with scored segment races will be announced at the drivers meeting prior to competition.
19. SCoNE Officials, working in conjunction with Track Officials, reserve the right to add provisional starting position(s) to the A-Main starting field.

5. TECHNICAL RULES:

1. Any safe Sprint Car chassis will be allowed. Must be a Sprint Car frame. No cracks or kinks in tubing whatsoever. Chassis are subject to safety inspection and may be rejected for competition at any time.
2. Cockpit anti-intrusion safety bars are mandatory.
3. Must have full firewall between driver and engine compartment, from floorboard to bottom of hood. Holes in firewall should be kept to a minimum.
4. Any cast iron block. No aluminum blocks. No more than 360 cubic inches, +1%. Mopar 360 engine may only use a .030" maximum overbore.
5. Any cylinder head allowed, cast iron or aluminum. May be ported.
6. Methanol fuel only, no gasoline. No additives other than top end lube. No nitromethane.
7. Fuel injection or carburetion allowed.
 - a. Fuel injection: Max. 2-1/2" throttle bore. Anything larger than 2-1/2" bore requires reducer stack.
8. Must have fuel shut-off switch from fuel tank to fuel pump, clearly marked and accessible by safety workers in the event of fire, crash, or rollover.
9. All fuel tanks must be bladder type. Must be securely bolted to the frame without straps.
10. Throttle linkage must have two return springs, one on the pedal and one at the fuel injection throttle shaft. Cable control throttles will be of the Morse cable type. Positive push-pull cable only. No pull-only cables.
11. Wheels must be steel or aluminum. No plastic or carbon fiber wheels. Bead locks highly recommended.
12. Any tire may be used in 2025. (NOTE: There may be a mandated tire in the future.)
13. All cars must use mufflers, securely fastened to the header with welds and/or bolts. Any muffler is permitted. The following are recommended: Dynamax 24216 bullet-style; ASCS Schoenfeld 112535; Vortex cone-style.
14. Front axle safety tethers are mandatory.
15. Top wings are mandatory, no larger than 25 square feet (5' x 5'). Side panels will be no larger than 30" x 72". Support braces must be within the 30" x 72" dimension.
16. Top wing wicker bill 3" tall maximum, measured from top surface of middle section to top of wicker bill.
17. Hydraulic top wing adjuster allowed; front-to-back adjustments on top wing only.
18. In the event of crash damage to a top wing, car may finish that same race without a top wing. No cars will be permitted to start a race without a top wing.
19. Nose wing no larger than 6 square feet (2' x 3'). Side panels for nose wing 12" tall maximum.
20. Nose wing wicker bill **3" tall maximum**, measured from top surface of middle section to top of wicker bill.
21. Car numbers must be displayed on top wing side panels and center of top wing surface. Numbers must be highly contrasting from car color, minimum 3" wide and 18" tall.
22. Car numbers must be displayed on each side of the fuel tank, visible from side and rear of the car.
23. No computer-controlled devices, no traction control.
24. Must have working brakes to start every race.
25. No cockpit adjustability allowed, except for hydraulic wing slider valve.

***ALL RULES SUBJECT TO CHANGE WITH OR WITHOUT NOTICE. "EIRI" 1/15/2025
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