

# *Lincoln Speedway* *2009*

- General Track Rules
- 410 Sprint Car Rules and Specs
- Thundercar Rules and Specs
- 358 Sprint Rules and Specs
- Push Truck Rules

**REVISED 2009 RULES DENOTED IN RED BOLD TEXT**



[www.lincolnspeedway.com](http://www.lincolnspeedway.com)

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# **RULE BOOK DISCLAIMER**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. ***No express or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.*** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. ***No expressed or implied warranty of safety shall result from such alteration of specifications.*** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

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# GENERAL RULES

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## GENERAL

Lincoln Speedway and/or officials reserve the right to reject any car or driver without cause or recourse.

Only race cars, official equipment and one (1) authorized vehicle per racing car are permitted in the pits during the running of the races. An other equipment must be moved outside the track and pit area. Anyone not complying with this order will be disqualified and the car he or she is with will not be allowed to run until compliance is met. Vehicles including towing equipment, wreckers, push trucks and all other equipment located in the pit area or restricted area are NOT covered by insurance.

Every person who enters into the pit and racing area, or participates in competition sanctioned or promoted by Lincoln Speedway does acknowledge, represent and warrant that he/she has read, understands and agrees to abide by the rules in their entirety. Application or permission to participate or enter the grounds shall constitute acceptance of the same.

## RELIEF AND/OR DRIVER CHANGES

Any relief drivers and/or driver changes must be approved by the officials. Drivers are responsible for notifying the Handicapper of any change. Drivers may qualify more than one car but only by doing so through the consolation race. However, when a driver takes the green flag to qualify a second car, the first car that he qualified is automatically disqualified. Car and driver must be qualified to be in feature event. After any race's original green flag is dropped, no driver/car combination may be changed.

## PARTICIPANTS (*OWNERS, DRIVERS, MECHANICS, PIT-PEOPLE, AGENTS, ETC.*)

Pedestrian traffic to the infield enters through the second turn only. When entering into an event they are not deemed employees of Sel-Wil, Inc. but are independent contractors and as such shall assume and take all the responsibility for charges, premiums and taxes, if any, payable on any funds or prize money they may receive as a result of their participation in any speedway event. Drivers or owners must pick up their own prize money. An owner or driver may designate someone to pick up the prize money. All prize money earned by individual teams will be credited to the owner, unless the speedway is notified in writing otherwise. Social Security or Corporate numbers must be presented to the speedway office. All prize money not picked up on race night must be picked up at office on a future race night.

At each racing program a pit entrance fee will be charged. Payment of this fee, plus the affixing of each participant's personal signature on the pit register and release, releases Sel-Wil, Inc. and officials from all liability and makes the insurance carrier liable. Failure to remit the required fee and signing the pit register and release shall nullify any claim against Sel-Wil, Inc., officials and insurance carrier for death or injury incurred prior to, during or after the racing program. All participants recognizing that automobile racing is a hazardous undertaking assumes all the risk by reason of his participation and does for himself, his heirs, executors and administrators, successors and assigns from any and all liability for personal injuries that may be received and from all claims and damages for injury to persons or property growing out of, caused by any construction or conditions of any track, equipment, cars or other devices used therefore, whatsoever.

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# GENERAL RULES (cont'd)

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## ADVERTISING AND RELEASE

In consideration of entering into any of the scheduled events, car owners, drivers, pit-people or agents, agree to permit Sel-Wil, Inc. and its assigned, the use of their names and pictures and picture of the car for advertising and publicity before and after any event, and to relinquish all rights to any photos taken in connection with any event and give their permission to publish or sell the same.

## HANDICAPPING

Drivers will be handicapped in qualifying events according to their average points. Average points are computed by the number of races run divided into total points earned. Drivers will be handicapped according to the last qualifying event entered in the particular racing program. **The winner of a normally handicapped feature event will start no better than twelfth at the next normally handicapped feature event. If winning driver does not attend the next normally handicapped event, he will start twelfth upon his return behind subsequent weeks feature winner(s).**

If up to **32** cars are entered for a racing event three (3) heats will be run. If there are **33-48** cars a fourth heat will be added and if 49 or more cars a fifth heat will be added.

If three heats are run, six (6) will qualify with the top four (4) finishers handicapped to the front.

If four heats are run, four (4) will qualify with the top three (3) handicapped to the front.

If an alternate starter is needed to fill the field when two (2) consolations are run, heat and consolation finishes will be used to determine the alternate starter. If there is a tie, a coin toss will be used to break the tie. Sel-Wil, Inc. and/or the officials have the option to determine the line-up by time trials or by order of the finish in qualifying events. (Each car will have a two car grace period to time trial in position. If the grace period is missed, the late car will take its time at the end of the scheduled lineup with only one qualifying lap. The late cars must be in line BEFORE the last scheduled car pushes off. Any car without a time trial for any event will start behind those cars with a time trial.)

**Any driver who does not compete in at least one of the first two events of the season for that driver's division will be handicapped to the rear for a period of two events for a regularly handicapped program.**

A driver who misses a race at Lincoln to attempt to compete in another race, upon his return and for a two-week period, will be handicapped to the rear of his heat and the back positions of the feature.

A driver who misses two Sel-Wil, Inc. sanctioned races in succession at Lincoln Speedway, upon his return will be handicapped to the rear of a heat. If said driver qualifies in one of the top three positions in his heat, he will be given his average point handicapped starting position in the feature. If said driver does not qualify in the top three (3) he will be handicapped in the feature event but not in the inverted positions. **If a driver is injured in an accident at Lincoln, if upon his return, his first week of racing includes Lincoln Speedway, he will not be required to start at the rear of the field in the heat race.**

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# GENERAL RULES (cont'd)

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All qualifying heats, unless previously announced, will be for the following distances: Sprints ten (10) laps; 358 Sprints ten (10) laps; thundercars eight (8) laps or 10 minutes. In the consolation event, Sprint distance is 10 laps, if more than 15 cars are entered, two (2) additional laps will be added.

Feature events, unless announced differently, will be for the following distances: Sprints - 25 laps; 358 Sprints - 20 laps ; Thundercars - 20 Laps.

There is a red light at each track entrance. If this red light is on the track has been closed and no one will be permitted to enter the track Any car, which proceeds through the gate when the light is red, will be disqualified The red pit gate light , will be turned on when the track lights are turned off.

**All divisions must be pre-staged for warm-ups. A driver missing his designated warm-up session cannot enter another warm-up session.**

**All cars must be pre-staged in the staging area for all events or they will be penalized to the rear of that event. Once the starting line-up is given, the pace car will be sent onto the speedway with the cars scheduled for that event. Any car needing a second push-off will be placed to the rear of the field for that event. Anyone passing the pace car will be fined twenty-five dollars.**

**At the start of the 410 Sprint feature, cars will be pushed onto the track and lined up in the second turn area. Cars must be on the track by the time the announcer completes giving the starting line-up. The listed alternate must be pre-staged and will be sent onto the track by an official. Four wheelers may be used to push cars onto the track surface.**

If while lining up for the start of an event, it is determined that a car will not make the event or at a time that a car is deemed late for an event, the entire row of cars directly behind the empty position will move forward to fill the spot. This will eliminate the need for cross over.

On initial starts, drivers must gradually increase their speed coming off the fourth turn. Drivers are not to accelerate to full speed until the front row reaches the original start cone. The green flag will be displayed at any point after the lead cars reach the original start cone. It is the race leader(s) responsibility to start the race at the designated starting point. The leaders (front row) on the original start must work as a team to perfect a good quality start every time. Both leaders will be penalized if necessary by sending them to the second row. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped.

Any car not in a nose to tail formation will be subject to jumping penalties. If a yellow is displayed before the field completes the first lap, a complete two (2) abreast restart shall be made, with the exception that any cars not completing the first lap, or stopping in the pits shall be placed at the rear of the field.

If the field completes the first lap under the green, the first lap shall be scored and any subsequent yellow flags shall result in the cars lining up single file. Any cars not completing the lap, in which the yellow is displayed, shall be considered involved in the accident and placed at the rear of the field. On single file restarts the green will be displayed when the lead car accelerates anytime after the original start cone and before the restart cone. Cars can be penalized if they accelerate before the start cone. In a single file restart, cars must be in a nose to tail formation, not to either side of the cars ahead or behind. Any car not in a nose to tail formation will be subject to jumping penalties. All restarts will take place at the orange cone. It is the race leader(s) responsibility to start

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# GENERAL RULES (cont'd)

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the race at the designated starting point. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped.

All cars must pass between the cone and the outside wall in single file order. Any car that knocks the cone over or goes to the inside of the cone will be put to the rear of the field at the next restart or to the back of the cars running on the same lap as penalized car at the end of the race. No car that is 2 or more laps down will be permitted to run.

Any car that does a 360 and does not bring out the yellow flag or have an accident will fall in where it gets momentum. If the yellow flag does come out, the car goes to the back of the field. If a car is doing a 360 and a yellow flag appears for another car, the car doing the 360 will fall in line where it was running if a new lap has not been started.

All scoring will be done at the finish line. In case of a yellow flag situation, cars that have passed the finish line under the green flag condition will be scored on that lap. All remaining cars will report back to the last completed lap. The lap will count ONLY if more than half the cars are scored. This eliminates the need to race through an accident, back to the start line.

Lapped cars shall maintain their positions in the field in the event of a caution flag. Any lapped car which passes the leader and goes to the rear of the field is merely penalizing himself in that he is still one (1) lap behind the field. Any car attempting to improve his position while running under the yellow flag will be returned to his rightful running position and faces a possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty. Cars stopping on the track during the yellow flag, unless stopping to avoid an emergency vehicle will be placed to the rear of the field.

## **RED FLAG AND FUEL STOPS**

When either the RED flag or FUEL flag is displayed you must stop as quickly and as safely as possible on the track. The red flag means that the race must stop immediately. The red flag shall be used, if in the opinion of the starter, the track is unsafe to continue to race. Under the red flag, cars that have passed the start/finish line under green flag conditions will be scored on that lap, all other cars will revert back to the last completed lap. If there is a red flag condition before one lap is completed, cars will be restarted in the original starting order with the involved cars to the rear of the line-up. Cars going to pits will restart in the order they return to the racetrack (behind the cars remaining on the track). Under yellow flag conditions before the completion of one lap, drivers will slide rows.

A FUEL stop will occur after seventy (70) yellow and green laps have been run in any one event.

During a red flag situation, the starter will make a determination if pit crew members are permitted onto the track at the car for refueling or adjusting purposes. If crew members are permitted onto the track, approximately five crew members are permitted at the car. Crew members may work on the car only with tools that can be carried by hand. There will be no tire or gear changes on the track. No jacks or jack stands will be permitted on the track. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five minutes, red flag stops will end and the car will be pushed off when the track is clear. Once the field is ordered to resume racing, a maximum of three laps will be run. If a car is not moving at the end of the three lap period, the car will be put to the rear of the field.

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# GENERAL RULES (cont'd)

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During the 410 & 358 sprint features any car receiving a flat tire will be given two (2) laps to return to the track (car must be moving toward the gate within these two (2) laps). The designated area for a flat tire is your pit area. No car will be permitted to restart any events with a flat tire.

Four wheelers are permitted in the pit area, but not in the infield except when directed by official in charge (special shows). They can be used to go to the pit gate on red flags, but not on the track. Make sure not to block the pit gate as emergency vehicles may have to exit the track via the gate. Four wheelers must be driven safely in the pits and speeding or reckless driving will not be tolerated. Four wheelers should not be used to push race cars onto the track unless directed to do so by an official.

## **TWO-WAY RADIOS**

**All cars competing at Lincoln Speedway must be equipped with a working one-way raceceiver radio. This is the responsibility of the individual drivers for the safety of all drivers. No other electronic communications are permitted.**

ANYONE DELIBERATELY delaying the program will be DISQUALIFIED. Any car causing two (2) yellow flags in a qualifying event or three (3) yellow flags in a feature event may be disqualified at the discretion of track officials.

When the field has been checkered, the order of finish shall be determined by the number of laps completed and in the order the cars took the checkered flag. If two cars completed the same number of laps, the car which completed that lap first shall be paid ahead of the other car.

Drivers and pit personnel should stay in their own pit areas. Anyone in a fight at another pit area will automatically be at fault.

No alcoholic beverages allowed in the pits until the last checkered flag falls for the night. Violators will be suspended from competition for a period of time designated by the officials. Remember.... drivers are responsible for their crew members.

Physical abuse of any official (this includes pushing) will be dealt with severely with a minimum fine of \$500.00 and may be subject to legal action. Verbal abuse of any official will result in a fine of \$100.00.

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## **PROTESTS**

The right to protest lies with the competitor or his authorized agent. Nevertheless, an official acting in his official capacity shall even in the absence of a protest, take such actions as the case warrants.

Verbal protests, accompanied by a cash protest fee must be lodged no later than five (5) minutes after the conclusion of the race, a written protest stating clearly the subject of action, must follow the verbal protest. **The protest fee shall be no less than \$500 and increased by the scope of the protest. For example, removing a cylinder head \$750, removing a crankshaft will require a \$1,000 fee. Any additional charges incurred during the protest including determining the outcome of the protest or the reimbursement of the tech officials will be added to the protest fee.**

**The protest fee less additional charges will be returned, if the protest is upheld. If the protest is not sustained, the protest fee less additional charges shall be forfeited to the competitor being protested. All awards gained by a competitor who has been protested against shall be withheld until the protest has been determined. All parties concerned shall be bound by the decision given.**

Should a tear-down be required, three (3) members of the protested car will be permitted in the impound area. Only the person lodging the protest will be permitted in the impound area.

**Any car found illegal shall result in the loss of prize money which would have been earned. Points for the race and points accumulated for the entire season may be deducted as a penalty.**

In the event of a scoring protest, only the driver or the owner or his authorized agent may protest to the scorers and only after all racing is completed for the night.

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# GENERAL RULES (cont'd)

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## PURSE FOR THE 2009 SEASON

The following purse will be paid for all regular 25-lap 410 Sprint car features run at Lincoln Speedway during the 2009 season.

Pos.	2006 Purse
1.	\$3,000
2.	\$1,500
3.	\$1,200
4.	\$900
5.	\$800
6.	\$650
7.	\$550
8.	\$455
9.	\$435
10.	\$415
11.	\$315
12.	\$280
13.	\$260
14.	\$250
15.	\$245
16.	\$235
17.	\$235
18.	\$235
19.	\$235
20.	\$235
21.	\$235
22.	\$235
23.	\$235
24.	\$235

Total Purse = \$13,370

Tow Money \$50.00 for 410 Sprints only.

## POINTS

Points will be awarded in feature event only.

1.	250 points
2.	240
3.	235
4.	230
5.	225
6.	220
7.	215
8.	210
9.	205
10.	200
11.	195
12.	190
13.	185
14.	180
15.	175
16.	170
17.	165
18.	160
19.	155
20.	150
21.	145
22.	140
23.	135
24.	130

Also 100 points will be awarded to drivers of cars that take a green flag.

**All scheduled 410 sprint car races at Lincoln Speedway are Lincoln point races, except that August 15th will be 100 show up points only, up to and including September 5, 2009 (final point race for sprint cars only).**

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# 410 SPRINT CAR RULES & SPECS

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## GENERAL

A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four (4) racing wheels. No rear engine cars or aluminum frames allowed. Driver's compartment shall be separate from the engine by a firewall of suitable material.

All cars must weigh a minimum of 1,375 pounds with driver following the completion of any event. **Bolt on weight permitted but must be securely installed on the cars basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. Weight cannot be added, moved or replaced during yellow or red flag conditions.** If a car fails to go directly to the scales when required to do so, that car will be disqualified.

## BODIES

- a) **Only Sprint style body panels, tails and hoods will be permitted.**
- b) **No side foils, rudders or panels are to extend beyond rear cage support bars on any side.**
- c) **No body pieces to extend beyond or underneath front torsion tube, with the exception of the hood. No wedges or foils under car.**
- d) **All cars will be required to run a full sprint appearing hood. Hood must extend to front torsion tubes. While the hood may be a multiple piece design, it must appear to be one continuous piece. Maximum outside hood width will be 30 inches.**
- e) **The driver's right side opening must be a minimum 10 inch vertical opening at any point and a minimum 21 inch horizontal opening at any point.**
- f) **No Gurney lips or turnouts are permitted on any body panels.**
- g) **Side body panel designs or concave surfaces that, in the sole discretion of track officials, are intended to trap, alter or direct air flow for the purposes of gaining an aerodynamic performance advantage will not be permitted. Any body or chassis design subject to the approval of track officials prior to use.**

## CHASSIS/FRAME

- a) **The top of the roll cage shall have a maximum outside width of 29.5 inches.**
- b) **The cockpit horizontal middle frame bar will have a maximum outside width of 27 inches.**
- c) **The bottom frame rail will have a maximum outside width of 26-1/2 inches**
- d) **Any frame manufactured with safety bars or arm guards that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guards and/or panels must not extend more than 7 inches from the outside edge of the middle frame rails and must remain above the middle frame rail.**

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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- e) Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3-1/2 inches from the outside edge of the bottom frame rails.
- f) A maximum 1-1/2 inch wide by 20 inch long exhaust fume detector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
- g) All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.
- h) No roadster type chassis permitted. The engine must be directly in front of the driver who must straddle the driveline.
- i) Chassis should be provided with a minimum of 6 mounting points to securley mount the seat as specified by seat and chassis manufacturers.
- j) Drag links must utilize 4130 steel of at least one inch in diameter and a minimum wall thickness of .058 inch. Tie rods and Heim joints must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be permitted. Drag links must be tethered to the frame with nylon webbing of at least 1 inch width.
- k) Hollow or drilled bolts, fasteners or Heim joints are prohibited.
- l) Front axles must be made of steel only. Minimum sizes, 2" x .156", 2-1/4" x .120" and 2-3/8" or greater x .095".
- m) The front bumper may not extend more than 8 inches from the frame or 23-1/2 from the center of the front axle to the front of front bumper.
- n) Elliptical tubing can not be used on or as a part of the main rail structure.
- o) Floor pans must be constructed of steel or aluminum.
- p) Minimum wheelbase of 83 inches, maximum wheelbase 90 inches.
- q) No front anti-roll torsion bar assembly (sway bar) permitted.
- r) All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 inch steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet test. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 inch steel.
- s) Nerf bars must not protrude beyond the tires.
- t) Wings, bumpers and nerf bars must be fastened with bolts/nuts, hitch pins or roll pins only.
- u) The only device adjustable from the drivers cockpit or drivers reach will be one top wing slider mechanism. Said slider is to be one dimensional and allow for forward and backward movement only.
- v) The following measurements are minimums. Only those areas indicated will be subject to technical inspections. Suggested material: 4130 normalized.

Top Rails	1-1/2" x .095"
Bottom Rails	1-3/8" x .095" or 1-1/2 x .083"
Roll cage Uprights	1-3/8" x .083"
Roll Cage Top Cross Members	1-1/2" x .095"
Upper Rails	1-3/8" x .083"
Rear End Safety Bar	1" x .083"
Brace	1-1/4 x .065"

## ENGINES & HEADS

- a) V8, cam in block, small block motors only. Big block motors prohibited.

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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- b) Maximum engine capacity of 410.000 cubic inches. No tolerance.
- c) Front magneto/distributor drive blocks are prohibited. Only cast blocks and heads permitted. No billet machined blocks or heads.
- d) Only normally aspirated motors are permitted. No turbos, superchargers or forced induction of any description will be permitted.
- e) All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder. Magneto ignitions only. No multiple coil-pack ignitions allowed. Cylinder bore size shall not exceed 4.165.
- f) Only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.
- g) No titanium headers, crankshafts, rods or rod caps will be permitted. Stainless steel headers permitted.
- h) Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan or pan must be pulled for inspection.
- i) A minimum of two throttle springs must be used to close throttle.
- j) Maximum throttle bore as measured at the butterfly may not exceed 3.000 inches diameter. Only butterfly and shaft throttle body styles with circular bores are permitted. No carbon fiber intake manifolds, cylinder sleeves, oil pans, injector stacks or injectors allowed. The engine shall not exceed 410 cubic inches. A random cylinder will be pumped to verify the cubic inch limit. Double overhead cam engines, Dart or Buick heads are not permitted. No turbine driven, turbos or blowers, and no offset motors are allowed.
- k) Traction control devices are strictly prohibited.

## TIRES & WHEELS

All right rear tires used must be a HOOSIER National Sprint spec tire, size 105/18-15. Any SC compound tire is permitted.

The same right rear tire must be used for the entire racing program including qualifying, heat and feature events. Cars competing in the Consolation or B-Main may use a different tire for that event but use their heat race tire for the feature.

- Tire change between events results in car being moved to the rear of the starting line-up for the next race. Tire compound may be changed.
- There will be a one time exemption per team for a tire change occurring after a qualifying event. The same compound must be used. When taking this exemption, a Lincoln Speedway official must be notified before the change.
- The one tire per racing program rule will not be in effect for day shows.

Maximum wheel diameter is 15 inches. Right rear wheel maximum width is 18 inches and left rear maximum is 15 inches. No plastic or carbon fiber wheels permitted. Wheel covers must be securely fastened.

## FUEL & TANKS

- a) No fuel additives, including but not limited to, nitro, nitro methane or nitrous oxide injection are permitted. Only pure methanol or other approved fuels may be used.
- b) FT3 fuel cells are recommended. A fuel cell with a bladder and foam must be used. These cannot be altered or modified and must be one piece construction of cross-link polyethylene plastic.

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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## WINGS

Beginning June 1, 2009 only flat top wings (Option #1) will be permitted.

### TOP WING OPTION #1

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

Maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.

Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

No foils or rudders will be permitted anywhere on the top wing.

### TOP WING OPTION #2

Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed.

Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

No wicker bills or Gurney lips permitted on Center Foil.

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing forward and backwards movement only.

The 12 inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12 inch straight edge, the belly at 6 inches from the rear of the Foil may not be deeper than ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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print specify 15/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 1/2 inch specification. (This 1/2 inch measurement ensures that the belly/curl arc is gradual.)

The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 1/2 inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires. No car will be allowed to compete without a top wing.

## 1.1.2 FRONT WING

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) A maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be permitted.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts permitted on or in foil structure. No rudders or fins allowed.
- j) The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blue print specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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## 1.1.3 SIDE BOARD PANELS

All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round or oval metal braces not exceeding 1 inch in width may be used. No adjustable bracing allowed.

No aero elliptical brace material permitted.

- c) No brace or support shall resemble a wicker bill or a split wing.
- d) Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

## FRONT

- e) Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge.
- f) Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

## TOP

- g) Top wing side boards maximum size, 72 inches long and 30 inches tall. 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° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.
- h) Panels must be of one-piece construction.
- i) Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

## PERSONAL SAFETY EQUIPMENT

### GENERAL

- a) Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an event. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.

### SEAT BELTS

- a) Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- b) Seat belt webbing that comes into contact with any sharp or metal edge should be protected from that edge by means of push on grip vinyl trim.. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- c) It is the responsibility of the driver, not Lincoln Speedway Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

### PROTECTIVE CLOTHING

- a) Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- b) Each driver should also wear a fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label.

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# 410 SPRINT CAR RULES & SPECS (cont'd)

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## SEATS

- a) **High-back Aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer. Sprint car suitable FIA manufacturer approved composite seats are permitted.**
- b) **Head rest (behind the head) should include padding.**
- c) **A right head net or support is required. Head nets must be equipped with quick release mechanisms.**

## HELMETS

- a) **Driver should wear a full face helmet, with at least a valid SA 2000 or SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label at all times on the track or when car is fired.**
- b) **The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.**
- c) **If a head and neck restraint system is connected it should conform to the manufactures mounting instructions.**
- d) **Head and Neck restraints are strongly recommended.**

## OTHER STRONGLY RECOMMENDED

- a) **No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.**
- b) **Windshield screens with a minimum of .090 inch screens must be securely fastened.**
- c) **A marked electrical kill switch in reach of driver.**
- d) **A marked fuel shut off valve in reach of driver.**
- e) **Drivers must wear a full-face helmet.**
- f) **It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent.**
- g) **Arm restraints are suggested.**
- h) **Flame retardant seat, roll bar, knee and steering pads or padding are recommended.**
- i) **Drive line u-joint scatter shields.**

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# THUNDERCAR RULES & SPECS

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## BODY

134. No station wagons, pickups, four wheel drive vehicles or convertibles. No coil Over Chassis permitted.
135. Wheelbase to remain stock, not less than 99 inches originally. Wheelbase to match chassis.
136. A fuel cell is mandatory, minimum of 16 gallons. Fuel cell must be encased in metal (20 gauge steel only) Trunk may be cut to allow for installation of cell, however, no part of the fuel cell may be lower than the center of the rear axle housing. There must be a fuel shut off valve located within 12 inches of the fuel cell. No plastic or nylon material allowed in fuel line. Fuel line inside the car must be encased in steel tubing from fire wall to fire wall. Fuel cell must be mounted within the frame with a vent. Ball type check valve for fuel cell vent mandatory. Gas Only.
137. All doors must be welded shut or bolted.
138. All glass must be removed and replaced with Screen 1/2" or smaller, should cover width of roll cage. Window net mandatory on driver's side.
139. Hood and trunk latches and springs must be removed and hood secured with straps or hood pins.
140. Bumper and bumper brackets must be welded to frame. Chains must be welded from each side of bumper to frame to prevent bumper from falling off onto the race track. A non visible reinforcing pipe (1-1/2 inch maximum) can be used behind bumper but must be secured to the frame. Must have chains or tow hook. Bumper caps are mandatory. Car will be disqualified if bumper cover comes off and anything other than a stock bumper is exposed.
141. Head lights, tail lights and bulbs must be removed.
142. Battery must be encased in marine style battery box. Battery not permitted in drivers compartment.
143. Rear seat cushion must be removed and complete 22 gauge steel sheet metal firewall installed.
144. A racing seat is mandatory, located in stock position and securely mounted to the roll cage. Head rest mandatory. Drivers seat may be no further back than 56 inches measured from the vertical section of the firewall to the back of the seat cushion area.
145. Approved racing seat belts and shoulder harness mandatory. It is the drivers responsibility to make sure that belts are not more than 5 years old and periodically inspect belts and harness for wear.
146. Fenders may be cut for tire clearance only. No excessive cutting. All edges rolled in.
147. Complete body of car must remain stock. After market bodies that have been approved by tech crew permitted. Stock appearing doors and trunk or deck lids permitted. Must have fullfactory floor to the back of drivers seat. In case of rust, floor can be patched, but it cannot be removed. Full factory floors must remain intact on all uni-body cars from front to back firewall to prove originality of frame rail location. Rear seat area may be boxed in using steel sheet metal from the center of the drivers seat to rear window shelf and must angle, not flat to the spoiler.

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# THUNDERCAR RULES & SPECS (cont'd)

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148. Approved after market body panels permitted as listed. Must be steel. Acceptable bodies include 5 STAR Monte Carlo stock body, the 5 STAR and performance Camaro front fenders, hood, and door panels may be used, however, rear quarter panel and trunk lid and roof must remain stock. Car must have rear body panel or aftermarket bumper cover. Any body can be used on any chassis but must be in manufacturers line GM-GM, FORD-FORD etc. The body panels must be the same style front and back. (Example - Camaro front end. Must use Camaro rear quarter panels and deck. Monte Carlo front end must use Monte Carlo quarter panels and deck. ) Stock window dimentions and stock roof post angle and dimention.
149. Frame must remain stock from front to rear. In case of rust it may be plated, but not removed unless it is replaced with a section of stock frame and to factory dimentions.
150. No skirting, plastic or rubber.
151. Unibody cars must use a frame of 10 inches in circumference (2"X 3" box tubing) to tie front and rear sub-frame together only. On cars over 103" wheelbase box tubing may not extend beyond stock front or rear sub-frame or front or back firewall. On cars under 103" wheel base, box tubing may extend 7 inches in front of front firewall with tubing not extending further than the center of bottom rear a-arm mount. On front frame horns, tubing may extend from front bumper to 2 inches past bottom bolt on steering box mount (24 inch maximum and must have a 1/2" hole to check). Stock front frame may be plated with 1/8 inch flat steel on the top of frame only in order to weld engine loop down tube. On rear of car, tubing may extend to center of rear axle. No part of the suspension may be mounted to tubing, front or rear.
152. Quick couple steering wheel permitted, but no plastic steering wheel releases. Rack and pinion steering may only be used if it was factory installed on chassis used. Steering quickner permitted. All steering shafts must contain at least one U joint.

## ENGINE

153. The engine must be stock appearing in the car as originally manufactured for that make and model and remain in its original mounted position. 350 Cubic inch block numbers only. Maximum 360 cubic inches. Stroke must remain stock except GM may use 3.48 or 3.50 crank. Head must be cast iron. Dart Sportsman and Eagle heads permitted. Roller rocker and roller tips permitted. Individual rocker arm on individual stud only unless stock production ( example - MOPAR ). No Rev kits. Stud girdle permitted. No roller cams. Maximum valve spring prssure of 150 pounds. Heads and intakes must have markings. Maximimum measurement from center intake bolt to bottom of carburetor not to exceed 4 3\4inches. Must be battery type ignition. MSD ignitions permitted with internal and external coil but no MSD box. Ford may use Ford ignition box. Aftermarket coil permitted.
154. Must be battery type ignition, no magnetos.
155. No dry sump.
156. No electric fuel pumps permitted.

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# THUNDERCAR RULES & SPECS (cont'd)

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157. Engine must be piston driven. No turbo, fuel injection or rotary engines.

158. No oil coolers or radiators in cockpit.

159. Aftermarket oil pans permitted. No vacuum pumps.

## **CARBURETOR**

160. One 2 barrel or one 4 barrel only.

161. No throttle body celluloid operated carburetors.

## **SUSPENSION**

162. Spring pockets must remain stock in stock location.

163. Weight jacks allowed front and rear for coil spring cars, front only for leaf cars.

164. Coil spring cars: third link allowed. No springloaded bars. Panhard bar allowed, mounted on center of rear housing on left side only. Slider on right side frame with welded adjustment stops 2" above and 2" below center line of axle tube to center of heim. Bar length no less than 30" mounted behind rear housing only. Must be steel. Lower rear control arms must remain stock and of stock dimension.

165. Tubular upper a-arms allowed on stock fixtures in stock location. (Exception: left front top a-arm mount may be moved)

166. Four link setup with adjustable upper arms allowed.

167. Stock spindle only. Must be made by manufacturer of car being used. No interchanging. NO NASCAR type spindles.

168. All suspension components should remain of stock design and of stock dimension.

169. Offset upper control arm shafts permitted, Camaro and Firebird only.

170. Leaf spring cars: Any multi-leaf spring (GM-GM, Chry-Chry). 5" shackle max... Front leaf spring pocket must remain stock in stock location. 2" maximum lowering block. Rear leaf spring mounting is optional, i.e. (sliders allowed, jack bolt with shackle) Adjustable lowering block permitted.

## **BRAKES**

171. Four wheel brakes must be in good working order at all times. Dual master cylinder with balance bar mounted inside or outside of firewall. Choice of balance bar or proportion valve, one or the other not both. No plastic in brake lines permitted.

## **ROLL CAGE & BARS**

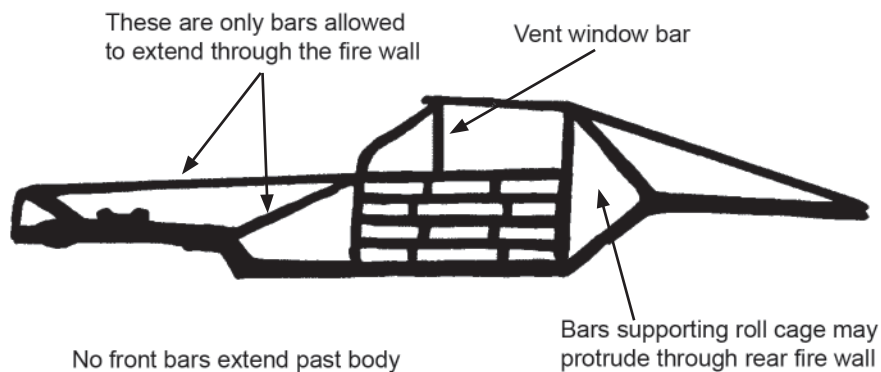
172. Complete driver protection roll cage is mandatory.

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# THUNDERCAR RULES & SPECS (cont'd)

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173. Cage must consist of inch and one half (1-1/2") OD pipe mounted and welded to the top of the frame. Pipe must have a wall thickness not less than .095; .120 wall recommended. Pipe or tubing only, no angle iron or any other substitute metal can be used. No pipe fittings may be used in cage. Must have vent window bars. A bar may be installed under vent to frame on right side of cage. This is the only piece of roll cage that can be 1 inch or bigger (.095). This is optional.
174. Must have one bar on each side in front and one bar on each side in the rear of the driver. Must have three (3) bars along side door of driver, two (2) bars on the passenger side door and one (1) vent window bar. **THIS IS MANDATORY.** No exterior plating or bracing allowed. A passenger side vent window bar is recommended.
175. Any part of roll cage that could come in contact with driver must be padded.
176. Engine loop bar must tie into down tubes on front of cage.
177. Rub rails optional but must enter and exit body, be rounded on ends, be right against the body and be securely fastened (1 rail per side, 1-1/2" maximum).



## TRANSMISSION AND REAR END

178. 9" Ford rear optional with stock mounts in stock location. All steel parts. Aftermarket axles recommended. Grand National style rears permitted. **NO** Quick change rears. No aluminum (inc. calipers, rotors, hats, spools). Locked rear mandatory. No ratchet rears.
179. Factory stamped trans only. Must have reverse and all forward gears working. Automatics must have working converter and be a factory trans.
180. Stock type clutch only. No aluminum pressure plate or flywheels, must be 10-1/2 inch diameter or larger ( **NO** 10,000 rpm clutches ). Must use blow proof bell housing.
181. Drive shaft loops required. Front & back 360 degree. Back 12" - 18" from the rear. No aluminum drive shafts.

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# THUNDERCAR RULES & SPECS (cont'd)

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182. Drive shaft must be painted white.

## TIRES & WHEELS

183. Right rear tire must be an 8 inch Hoosier tire which is available in the following sizes:

- 26.0/8.0-15
- 26.5/8.0-15
- 27.5/8.0-15

Any Hoosier tire must be a Medium compound only.

This tire is mandatory on the right rear and optional on the other three corners.

Left rear and front tires may be a 60 series stock passenger tire. No recaps.

184. Passenger car tires must be at least 45 hardness or harder after any event as measured by speedway durometer.

185. Large wheel lug nuts mandatory

186. Grooving of tires permitted.

187. 8" maximum wheel width. No Wheel adapters. Wheel spacers are allowed. Wheel covers allowed.

188. Bead locks are allowed, wheels (8" X 15") only.

***\*Any item not listed in rules should be considered stock for the chassis being used.\****

## LETTERING

1. Must have four (4) number locations on each race car; one (1) on each side of the front doors, one (1) on lower face of rear trunk lid and one (1) number on roof.
2. Numbers must be at least eighteen (18) inches in height and three (3) inches wide.
3. Number colors must contrast car color.
4. All lettering must be presentable to the public at all times.

*Any additional builders specifications not shown or listed herein must be considered to be strictly stock as the car was originally manufactured for that make and model.*

*It is the responsibility of the driver to race a legal car according to these rules.*

***There is a red light at each track entrance. If this red light is on the track has been closed and no one will be permitted to enter the track. Any car, which proceeds through the gate when the light is red, will be disqualified. The red pit gate light will be turned on when the track lights are turned off.***

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# 358 SPRINT RULES & SPECS

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## CHASSIS

Following are the 2009 358 Sprint Car rules. Rules that will be considered for future implementation include:

- a) No titanium valves
  - b) The use of 2-3/16 inch fuel injector restrictor sleeves.
1. A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four racing wheels. No rear engine cars or aluminum frames allowed. No box tubing frame rails. Driver's compartment shall be separate from the engine by a firewall of suitable material.
  2. Allowable wheelbase of 85 to 90 inches.
  3. Steel front axles only. Rear axles may be aluminum.
  4. Must have front and rear brakes in working order.
  5. Maximum wheel diameter 15 inches. Left rear tire maximum section width (sidewall to sidewall) is 19-1/2 inches. Maximum right rear wheel width is 18 inches. Wheel width is measured where the tire seats against the wheel. For Wheels with bead locks, the measurement is taken with the bead lock installed. No plastic wheels. Wheel covers must be securely fastened.
  6. Titanium or carbon fiber brake rotors are not allowed. Must be steel and react positively to magnet testing.
  7. No cockpit adjustments permitted including adjustable shocks, weight jackers or wings.
  8. Nerf bars, which offer adequate protection in the event contact with another car, are mandatory. Nerf bars and bumpers must be made of steel and be at least one-inch in diameter Nerf bars must be bolted or roll pinned to the vehicle. No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past outside of tires.
  9. Approved fuel bladder required. No carbon fiber fuel tanks.
  10. Hoods are mandatory during racing.
  11. Total weight of car and driver may not be less than 1,500 pounds. Weigh in to be after any event or qualifying. Weight to be measured as car comes off of the track in the condition that it took the checkered flag. Any added weight must be securely fastened.
  12. All cars must use either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 steel.
  13. Drag links must utilize 4130 steel of at least 1" in diameter and a minimum wall thickness of .058. Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be allowed.
  14. Drag link must be tethered to the frame with nylon webbing of at least 1 inch wide.
  15. No drilling of any bolts, fasteners or heim ends. No hollow fasteners allowed.

## ENGINES

1. Any cast iron block. V-8 engines only.
2. 358 cubic inch maximum displacement.
3. Maximum stroke 3.5 inches.
4. Flat top pistons only, no domes or dishes. Zero deck height.
5. Maximum compression ratio of 10.80:1 as measured by whistler gauge.

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# 358 SPRINT RULES & SPECS (cont'd)

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6. Cast iron heads of stock configuration mandatory. Stock OEM valve guide angle (Example - GM 23 degree) plus or minus 1 degree. No raised intake runners or spread port exhaust. No modification to push rod area on intake port.
7. No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.
8. Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.
9. No titanium crankshafts. Steel rods only. There must be a 3/4 inch inspection hole in the left side of the oil pan opposite the number one rod journal or the oil pan will be removed for inspection purposes.

## FRONT WING

Maximum size to be 6 square feet total with a maximum width of 36 inches. Side Panel maximum size is 12 inches x 26 inches with a 1/2 inch maximum turnout at 90 degrees from panel, and must be mounted 90 degrees to foil. A 1-inch wickerbill permitted. Center foil must be square or rectangle in shape with all four corners of foil 90 degrees.

## TOP WING

Maximum size of 16 square feet and must be one piece. The deepest point allowed on the top surface of the wing will be 2-1/2 inches measured from the front edge to the back edge of the foil. Center foil must be square or rectangle in shape with all four corners of the foil at 90 degrees. Center foil may have 1 inch maximum wickerbill added to back top edge of foil. Side boards must be one piece maximum size of 66 inches long and 30 inches wide with 1 inch x 1 inch turn out on front (leading) top and bottom. Rear edge of panel may have a maximum turn out of 1 inch x 2 inch to the front of the panel. Turn out must be 90 degrees from flat portion of the side panel. Side board top 2/3 of panel must have 2 corners each 90 degrees no variance. Front edge of side panel cannot be behind the lead edge of foil. Side boards must be mounted 90 degrees to center foil and parallel to each other.

No split wings or bi-wings. Side wings, rear wings or rudders are not allowed.

Wings can not be adjustable from cockpit. No car will be allowed to compete without a top wing. Wings cannot be replaced on track during a red flag or in work area. Car must go to the pit area to replace either wing. Wings must be fabricated of metal alloy only. No Fiberglass, plastic, or carbon fiber.(Except for 6 inch maximum cover on leading edge of foil). No part or a wing can mounted past outside edge of the tire.

## FUEL

Methanol only according to Federal Standard of Purity, Grade A or AA. No additives of any kind including top lube will be allowed in the fuel.

## BODY

Body should give the appearance of completely covering the car's frame and should be fully painted. The hood or cowling need not enclose the sides of the engine. One piece tail and fuel tanks permitted, must be streamlined. No side foils, rudders or panels are to extend beyond roll cage on any side. No body pieces to extend beyond or underneath front torsion tube except hood. Hoods are mandatory. The rib may not extend higher than 2-1/4 inches.

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# 358 SPRINT RULES & SPECS (cont'd)

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## **TIRES**

All right rear tires used must be a Hoosier National Sprint spec tire, size 105/18-15. Any SC compound tire permitted. Left rear tire maximum section width (sidewall to sidewall) is 19-1/2 inches.

## **MISCELLANEOUS**

1. No titanium driveshafts or wheel bolts.
2. No mirrors of any kind may be used.
3. The use of electronic logic processors including any traction control devices to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading is strictly prohibited. Penalty is loss of driver/owner points for the season and loss of all earnings from the event that infraction occurred.

## **SUGGESTED SAFETY EQUIPMENT**

See personal safety equipment under 410 Sprint Car rules

**ANY CAR, TEAM OR DRIVER NOT MEETING SPEEDWAY SPECIFICATIONS, OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT, IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND /OR PENALTIES.**

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# PUSH TRUCK RULES

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## GENERAL

Push truck and wreckers are permitted to enter the pit area if they follow the following rules and regulations. You are allowed in this area to help the show move along at a smooth, safe and rapid pace, by helping to start up the sprint cars and help re-start and remove any car needing assistance during the race. At no time should you take any chances of any kind. **SAFETY IS A HIGH PRIORITY TO EVERYONE - YOU, THE TRACK AND THE PARTICIPANTS OF THE SHOW.** By signing the weekly release, it is interpreted that you have read and understand these rules and regulations.

1. At each event you will be assigned to cover a specific area of the race track and help out in the pit area. However, if necessary, you will be asked to help out in other areas.
2. Push trucks are permitted to have a helper with them riding in the cab. No one is permitted to ride on the back at any time.
3. Wreckers are permitted to have two (2) helpers. Helpers are permitted to ride on the back but must hold on with both hands at all times. It is recommended that the driver remain in the cab at all times to help speed up the show.
4. All push trucks must help run in the track when requested to do so. The track management will make every effort to have the track ready before race time.
5. You are required to remain at your vehicle whenever there is action on the track.
6. No reckless driving or hot rodding when on the race track.
7. No clowning around or yelling at spectators in the grandstand - you are in full view of everyone.
8. No alcoholic beverages permitted in the pit area at any time.
9. Help out whenever asked. Remember you are permitted in the pit area to help; spectating comes second.
10. All push trucks and wreckers must share in the work load equally. Be fair to everyone. Anyone not sharing equally, will not be permitted to re-enter the pit area for future events.
11. If a serious accident occurs, DO NOT speed to the scene, let the speedway emergency crews proceed first. Remember your job will only start when their job is finished.
12. Whenever removing a car from the race track, exit via the closest exit to help speed up the show.
13. Whenever a caution occurs, look to the closest official for instructions. Be prepared to move quickly.
14. NEVER push a car onto the track from the pits, unless the yellow lights are on.
15. Whenever pushing a car in the pit area, proceed with extreme caution.
16. Push trucks and wreckers should try to register at least 1 /2 hour prior to warm ups.
17. Emergency lights are recommended, but not required. These lights should only be used when on the race track. Four-ways should be used in the pits and not the emergency lights because they may distract competitors on the speedway.
18. When pushing of cars for the start of the feature or after red flag stops, start with those cars at the front of the pack.
19. If your vehicle represents a business, write down your ad and our announcer will plug your business.
20. When entering the infield from the second turn entrance, park to the right side of the infield road facing the front stretch opening. The drivers of the trucks in the front must stay in their cabs and be ready to go. When they go the next truck moves up to take their position. Those trucks entering the infield from the front stretch should also stay to the right side of the infield road facing the second turn entrance. Those drivers in front remain in their cabs ready to roll when called on. When they go the next truck moves up. This will eliminate sand baggers and share the work load evenly with all trucks during the evening.