



410 & 358 SPRINT CAR
GENERAL TRACK RULES & PROCEDURES

EFFECTIVE JANUARY 1, 2026

******Please note rule changes for 2026 season will be highlighted in bold RED text, underlined and italicized******

******Please note procedure changes for 2026 season will be highlighted in bold BLUE text, underlined and italicized******

Lincoln Speedway
PO Box 473
Abbottstown, PA 17301
(717) 624-2755

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A) Rule Book Disclaimer/ General Rules

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

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 our 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 speedway officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. No express 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 Lincoln Speedway officials. Their decision is final.

Any visible equipment changes and/or performance enhancing changes to previously approved cars and/or equipment must be approved in writing prior to introduction into competition. Lincoln Speedway officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

All participants recognizing that automobile racing is a hazardous undertaking assume all the risk by reason of his/her participation and does for himself, his heirs, executors and administrators, successors and assigns release and discharge Lincoln and officials or administrators, successors and assigns from any and all liability for personal injuries to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

In the case of drivers who have been injured from Lincoln Speedway, or who have been hospitalized for treatment and/or undergone surgery, or have been fitted with a cast, brace or prosthesis, or who suffer from a chronic or progressive debilitating illness, Lincoln Speedway reserves the right to require the driver to present certification from the treating physician, stating that the participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Lincoln Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities.

A pit entrance fee will be charged for each racing event at Lincoln Speedway. Payment of this fee, plus the affixing of each participant's personal signature on the pit register and release, releases Lincoln 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 Lincoln, officials and insurance carrier for death or injury incurred prior to, during or after the racing program.

Only racecars, official equipment and one (1) authorized vehicle per pit space is permitted in the pits during the running of the races. All 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.

Numbered pit parking spots are reserved and must be paid for by the first race of the season. Teams without a reserved spot will be assigned an open pit parking spot as they enter the track. Reserved pit parking spots are not guaranteed for sanctioned events.

The minimum age of participation in any Lincoln Speedway event is 15 years old for 358 Sprint Cars and 16 for 410 Sprint Cars. Any drivers that are under 15 years of age and seek to participate in any racing event must be approved

in advance.

Children under the age of 18 must be accompanied by an adult when entering Lincoln Speedway pit areas.

Participants (owners, drivers, mechanics, pit-personnel, agents, etc.) When entering an event, participants are not deemed employees of Lincoln Speedway but are independent contractors and as such shall assume and take all 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.

In consideration of entering any of the scheduled events, car owners, drivers, pit-entrants or agents agree to permit Lincoln and it's assigned, the use of their names, picture and pictures of their car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time to time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

All rules enforced by Officials, Management and Security must be adhered to while on Lincoln Speedway property. Every person who enters the pit and racing area, or participants in competitions 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 for membership or permission to participate or enter grounds shall constitute acceptance of the same.

B) Conduct

Lincoln Speedway conducts itself as one of the top Sprint Car racing tracks in the United States and expects its competitors to always conduct themselves in a professional manner. The team owners are solely responsible for the conduct of their drivers and/or team members and/or anyone connected to or affiliated with that owner's team. Conduct deemed by Lincoln Speedway to be detrimental will not be tolerated. This includes, but is not limited to situations involving track owners, promoters, speedway employees, media or spectators.

All competitors agree to act in a professional manner as determined by Lincoln Speedway Officials. The professional manner includes, but is not limited to verbal representation, written representation, electronic representation, social media and/or any representation that may represent or reflect on Lincoln Speedway, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates.

Conduct and/or any actions deemed by Lincoln Speedway to be detrimental, and depending on the severity, may include multiple suspensions, fines up to \$1000.00 or other disciplinary actions as determined by Lincoln Speedway Management. Those actions include, but are not limited to:

1. Verbal or physical abuse of any Lincoln Speedway Official, support staff, etc. will not be tolerated. Failure to comply may result in disqualification from the event, suspension and/or fines at the discretion of Lincoln Speedway Officials.
2. Physical altercations involving competitors or any team representatives will not be tolerated. Failure to comply may result in disqualification from the event, suspension and/or fines at the discretion of Lincoln Speedway Officials. Car owners and drivers are responsible for the conduct of all people associated with their team(s).
3. All Competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages and/or illegal substances. Failure to comply with this policy will result in

disqualification from the event, possible suspension and/or fines at the discretion of Lincoln Speedway Officials.

4. Lincoln Speedway reserves the right to decline the entry of any individual whose participation might endanger their health or safety, or the health or safety of other drivers, crewmen, participants, officials, or spectators.
5. During an Event, any Competitor may be requested to report to an agreeable location for consultation with Lincoln Speedway Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or other disciplinary action deemed appropriate by Lincoln Speedway Officials.
6. As a disciplinary action, a driver and/or race team may “be parked” during and/or after any Lincoln Speedway Event. “Parking” is a directive from a Lincoln Speedway Supervisory Official to cease competition and may include a directive for the Competitor(s) to not participate in an Event for a set number of laps and/or complete Event(s) and/or future Events and/or leave the premises in order to promote the orderly conduct of any Lincoln Speedway Event. This directive will only be given in extraordinary circumstances by the Lincoln Speedway Supervisory Official. “Parking” will not be construed and/or deemed to be a disqualification and/or suspension and/or other “penalty” and is not appealable.
7. In the event of a discussion with a team regarding a possible rule violation, that discussion will be carried out IN THE TEAM’S HAULER with the car owner, driver and, if necessary, the crew chief ONLY. No other crew members or team representatives will be permitted. If any other person(s) attempts to interfere with the discussion, the track official(s) will conclude the discussion and render a decision with regard to disqualification.
8. Any car, team or driver not meeting Lincoln Speedway specifications, standard racing safety procedures, and equipment requirements are subject to immediate and automatic disqualification, fines and/or suspension and/or any other disciplinary action deemed appropriate by Lincoln Speedway Officials.
9. As a disciplinary action, a competitor may be placed on probation during and/or after any Lincoln Speedway Event. Probation is a directive from a Lincoln Speedway Supervisory Official that will be enforced beginning immediately and lasting for a time period as specified in the probation letter which will be issued and signed by the participant and the Lincoln Speedway management. Failure to acknowledge and adhere to a probation notice will result in immediate suspension from future events.

C) Personal Safety Equipment

1. General

- a) Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every Event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

2. Seat Belt/Restraint System

- a) Each Sprint Car will be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system, valid only until the date of the belt expiration (two years from the date of manufacture). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt must bolt to or wrap around the chassis. No belts to seat installation will be allowed unless pre-approved by the Lincoln Speedway Competition Director. A seven- point harness is recommended.
- b) Seat belt material should not be permitted to come into contact with any sharp or metal edge, including when the material passes through the seat.

3. Protective Clothing

- a) All drivers will be required to wear a fire-resistant driving uniform meeting minimum SFI 3.2A/5 specifications and display a valid SFI 3.2A/5 label.
- b) All drivers should wear SFI or FIA-rated fire-resistant accessories, including, but not limited to head sock or helmet skirt, under garments, shoes and socks. All drivers will be required to wear fire-resistant gloves. Shoes and gloves will be required to meet minimum SFI 3.3 specifications and display a valid SFI 3.3 label.
- c) All fire-resistant clothing needs to be in good condition and will be subject to periodic inspections. Any item with holes, tears or excessive wear may not be permitted and may need to be replaced prior to competition.
- d) Drivers MUST wear all fire-resistant clothing and have their seat belts fastened at all times, including during engine heat.

4. Seats

- a) All current aluminum seats must be full containment type construction and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- b) Approved carbon fiber seats must have a current valid SFI 39.2 certification.
- c) Up fitting a current seat with bolt-on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in

accordance with seat manufacturer instructions. Combining components may not meet SFI 39.2 certification.

- d) Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- e) When spacers are used, they must conform to the seat and to the seat mounting tubing of the chassis. It is highly recommended the back mounting spacers are 2" or less in length.
- f) If the left side head surround is 7 inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. A minimum left side head surround of 4 inches is required.
- g) The recommended driver's seats may be revised from time to time with additional approvals and/or other changes to the approved list.
- h) A right-side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.
- i) The approved nets may be revised from time-to-time with additional approvals and/or other changes.

5. Helmets/ Head and Neck Restraint

- a) All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8859-2015, FIA 8860-2018, Snell SA2020, Snell EA2016, or Snell SA2015.
- b) At all times during an Event including practice, qualifying and competition (excluding starting the car for engine warm-up) it is required that drivers wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions. The device should meet SFI 38.1 specifications and display a valid SFI 38.1 label.

6. Fire Suppression (MANDATORY FOR ALL WoO EVENTS)

- a) A fire suppression system that meets the SFI 17.3 specification must be installed and functional in all racecars when competing in World of Outlaw sanctioned events. The fire suppression system must include a thermal trigger and a manual trigger, both mounted in the driver's compartment. The thermal trigger must be in the lower area of the driver's compartment forward of the seat near the area of the fuel pump. The manual trigger must be mounted where it is easily reachable by the driver while seated and belted in the seat. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat. The Department of Transportation (DOT) approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of World of Outlaws Series Officials. The cylinder must have a minimum capacity of 5 lbs. The system must be fully charged and display a legible and valid SFI 17.3 and manufactures label, easily viewable at any time by World of Outlaw Series Officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacturer. If a nozzle is connected to the cylinder with a line, the line must be metal, or metal reinforced and must be triggered at the end of the line.

7. Other (HIGHLY RECOMMENDED)

- a) No sharp and/or protruding edges in and around the cockpit.

- b) A fire suppression system that meets the SFI 17.3 specification. (refer to Fire Suppression rule (C, 6, a)
- c) Arm restraints are connected and used as instructed by the manufacturer.
- d) Windshield screens should be a minimum thickness of 0.090 inches and should be securely fastened to the roll cage.
- e) A clearly marked electrical engine shut off switch within reach of the Driver.
- f) A clearly marked fuel shut off valve within reach of the Driver.
- g) Knee padding (steering gear knee guards) and steering pads and/or padding.
- h) Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized.
- i) A torque ball housing containment system: either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball u-joint containment blanket is highly recommended to shield revolving parts within the cockpit.
- j) All teams should have an easily accessible 2.5-gallon FFF fire extinguisher or its equivalent at the back of the team's transporter.

D) Racing Event Procedures

The rules as stated herein will cover the procedures and rules of the racing event. Procedures and rules of the racing event may be altered at any time by Lincoln Speedway Officials. Racing event procedures and/or racing event rules are final and non-appealable.

1. Inspections

- a) All Sprint Cars entered and present at any Lincoln Speedway event that are intending to compete in the racing event are subject to and must pass pre-race inspection prior to any on-track activity. Post-race inspections may also take place from time to time. Inspections (pre-race and/or post-race) may take place in a specified area and/or in regards of space directly at the team's transporter. Refusal to present the Sprint Car vehicle or preventing officials from completing inspections will result in disqualification from that event in addition to potential penalties, suspension, and/or fines.
- b) All Sprint Cars are subject to complete inspection at any time during the event.
- c) All teams must have the proper tools and equipment relevant to do tech inspections on their car.
- d) Lincoln Speedway Officials may, at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

2. Event Format

- a) ***Event format(s) for each specific event will be posted at the lineup board(s) prior to pit gates opening and will remain posted until the conclusion of given event(s).***

- b) Lincoln Speedway management reserves the right to modify any format at any time prior to an event in which a specific format will be used. Any such changes to a format will be posted, as well as announced at the Driver's Meeting for that event.
- c) The line-up for handicapped events will be determined by using a driver's season points average. A driver must compete in one race to have an average. Drivers with no average will start at the rear of a heat race. 410 heat races will be lined up using the season points average. If there is a tie, the driver with the most appearances at Lincoln will take the better starting position, if that is also a tie, the driver with the most top 5 finishes at Lincoln will take the better starting position, if that is also a tie a coin toss will decide the tie. 358 heat races will be lined up by draw. Both 410 and 358 feature events will use the season points average. If there is a tie for the feature, the driver with the better heat race finish will have the better starting spot, if there is a tie, the driver with the most appearances at Lincoln will take the better starting position, if that is also a tie, the driver with the most top 5 finishes at Lincoln will take the better starting position if that is also a tie a coin toss will decide the tie.
- d) If up to 20 cars are entered for a division's racing event, two (2) heat races will be run. If there are 21-30 cars three heat races will be ran, 31-40 cars entered, a fourth heat will be added, if 41-50 cars a fifth heat race will be added, and if there are 51-60 cars a sixth heat will be added (no more than 10 cars will be placed in a heat race line-up).
- e) 410 and 358 Sprint Car feature line-ups as follows: If two heats are run, the top three finishers will be handicapped to the front. If three heats are run, six will qualify with the top three finishers handicapped to the front. If four heats are run, five will qualify with top three finishers handicapped to the front. If five heats are run, four will qualify with the top three finishers handicapped. If six heats are run, three will qualify with the top three finishers handicapped.
- f) Time Trials – 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 car(s) must be in line before the last scheduled car pushes off. Any car without a time trial will start behind those cars with a time trial.

3. Driver's Meeting

- a) All drivers must attend the Driver's Meeting at the specified time and location for their specific division. Drivers who do not attend the Driver's Meeting could face a penalty, fine and/or suspension.
- b) During each meeting, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the Driver's Meeting.

4. Engine Starts/ Engine Heat

- a) Any car not signed in by the beginning of engine starts/ engine heat will go to the rear of the heat or consolation event(s).
- b) *Following the Driver's Meeting, all drivers are to be prepared for Engine Starts as soon as possible.*
- c) *The Lincoln Speedway Race Director will determine when the track is open for Engine Starts and the*

air horn will sound one time. At this time, drivers should get in their cars and be ready for Engine Starts.

- d) Engine Starts order will be conducted by Lincoln Speedway officials in an organized manner to prevent congestion in the pit area(s). NO CAR IS TO BACK AWAY FROM THEIR HAULER until instructed to do so by the Lincoln Speedway official(s) responsible for conduction Engine Starts.
- e) Refusal to adhere to the Engine Starts procedures may result in a penalty, fine and/or suspension.

5. Hot Laps

- a) If wheel packing is necessary, participation by all racecars is required. Drivers who do not participate in wheel packing, when deemed necessary by Lincoln Speedway officials, could face a penalty, fine and/or suspension.
- b) The Lincoln Speedway Race Director will determine when the track is open for hot laps and the air horn will sound one time. At this time, drivers should get in their cars and get ready for hot laps. If you are in group #1, get into the staging area immediately.
- c) All other groups following group #1 are to be in the staging area prior to the group before them taking the checkered flag. This process will repeat itself until the completion of all hot lap sessions.
- d) Drivers must hot lap in their listed hot lap group, which will, in most cases, be with their heat race groups. Drivers who fail to hot lap with their listed group will not receive a hot lap session. The only exception to this policy is if a driver is having trouble that does not allow them to hot lap with their listed group, and this trouble is immediately reported to a Lincoln Speedway Official prior to the start of hot laps. In this case, the driver will be instructed which hot lap group he/she has been moved to. If the driver does not then report for that hot lap group, he/she will not receive a hot lap session.
- e) Except in rare instances, hot laps will be limited to one session per group and will be a green-white-checkered session.

6. Qualifying (if applicable)

- a) For events that utilize Qualifying to set the heat race lineups, Qualifying will begin IMMEDIATELY following the final hot lap session. It is the responsibility of the drivers and/or teams to know the Qualifying order and be in the staging area at the appropriate time as to avoid any penalties.
- b) All teams will be required to attend the Driver's Meeting for all shows that will utilize Qualifying, where they will be informed of specific program details and/or procedural changes for that particular event.

7. Heat Races

- a) Regardless of the format, heat races will always begin directly after Opening Ceremonies.
- b) During Opening Ceremonies, the air horn will sound one time. This signifies (8) minutes until heat race #1 pushes off. At this time, drivers that are in heat race #1 should get in their cars and get into the staging area. At (4) minutes remaining, an air horn will be sounded twice to signify that heat race #1 will push off in (4) minutes. All cars in heat race #1 are to be in the staging area prior to the completion of the (8) minute clock expiring. Any car(s) that are not in staging at this time will be considered late and will be penalized (2) starting spots.

- c) All other heat race event cars are to be in the staging area prior to the heat race before them taking the checkered flag. Any car(s) that are not in the staging area prior to the checkered flag in the prior heat race will be considered late and will be penalized (2) starting spots. This process will repeat itself until the completion of all heat races.

8. Dash and/or B-Main

- a) Depending on the event format, a Dash will sometimes be included in the scheduled racing events. All teams will be required to attend the Driver's Meeting for all shows that will utilize a Dash, where they will be informed of specific program details and/or procedural changes for that particular event.
- b) Regardless of the format, either a Dash or B-main(s) will always follow all heat races.
- c) If the schedule of events has a division running their heat races followed immediately by a Dash or B-main, following the completion of all heat races, the air horn will sound one time. This signifies (8) minutes until the Dash or B-Main pushes off. At this time, drivers that are in either the Dash or the B-Main should get in their cars and get into the staging area. At (4) minutes remaining, an air horn will be sounded twice to signify that either the Dash or the B-Main will push off in (4) minutes. All cars in either the Dash or B-Main are to be in the staging area prior to the completion of the (8) minute clock expiring. Any car(s) that are not in staging at this time will be considered late and will be penalized (2) starting spots.
- d) All other cars that are in any additional preliminary events (410 or 358 B-Main(s) are to be in the staging area prior to the event before them taking the checkered flag. Any car(s) that are not in the staging area prior to the checkered flag in the prior event will be considered late and will be penalized (2) starting spots. This process will repeat itself until the completion of all remaining preliminary races.
- e) The B-Main(s) in any division will be cancelled if one or multiple cars scratch and the number of B-Main starters will all transfer to the A-Main. Such cars will tag the back of the A-Main by their B-Main lineup order.

9. A-Main(s)

- a) 410 A-Main: Following the completion of all preliminary races, the air horn will sound one time. This signifies (8) minutes until all qualified cars must present themselves for the 410 Sprint Car A-Main. At (4) minutes remaining, another air horn will be sounded twice to signify that drivers have (4) minutes remaining to present their cars for the 410 Sprint Car A-Main. All cars must be backed out in the staging lane prior to the completion of the (8) minute clock expiring. Any car(s) that are not in the staging lane at this time will be considered late and will be penalized (2) starting spots.
- b) 358 Sprint Car or 2nd Division A-Main: Immediately following the completion of the 410 Sprint Car A-Main, all qualified cars must present themselves for the 358 Sprint Car or 2nd Division A-Main. All cars must be on the racetrack and prepared to push by the completion of the 410 Sprint Car A-Main Victory Lane ceremonies. Any car(s) that are not on the racetrack at this time will be considered late and will be penalized (2) starting spots.

10. Racing

- a) Initial Starts

1. All initial starts will take place at a consistent speed. Consistent speed will be at the discretion of the Lincoln Speedway Race Director. The pole setter is to set the pace for the field. The two (2) front row cars will begin the race by firing together at the chalk line. Cars must stay in a nose-to-tail formation with the inside car staying within LR tire of car in front of them and outside car must stay within the RR tire of car in front of them, with no gaps, until the green light/green flag is displayed. Once the front row fires and the green light/ green flag is displayed, passing may begin. Any car out of line and/or passing before the front row has fired will bring out a caution period and will be penalized two (2) positions for every position jumped on the ensuing restart. However, if the offending car(s) was located in the second half of the starting grid, the race may be allowed to continue and the offending car(s) will be penalized two (2) positions for every position jumped either at the end of the race (if race is non-stop) or when the next yellow is displayed. *If the same car(s) commits a second jumping offense, it may be disqualified from that racing event.*
2. If the race is not properly started by the two (2) front row cars, the car(s) responsible will be issued a warning. A second infraction will result in both cars moving to the second row. If any subsequent starts should be called a false start, the following actions will be taken: third row becomes the first row; etc. Penalized rows cannot return to the front row within the same event. Failure to acknowledge and comply with the “move back” signal will result in instant disqualification from the racing event.
3. *After (3) unsuccessful attempts at an original double file start, Lincoln Speedway Officials have the option to start the race in a single-file formation.*
4. If a driver fails to make a lineup or elects to go to the rear of the field, the entire field of cars directly behind that open position will crisscross positions. The same rule will apply if a red flag or yellow flag condition happens before the completion of one FULL lap in any event. There will be a complete restart with the cars involved going to the rear, and cars will then crisscross positions from the open spot back through the field.

b) Restarts

1. All restarts will be in a single-file order. The grid must remain in single-file order, with no excessive gap between cars, until the race starts. The race leader sets the pace and is the control car. The green flag will be displayed when the race leader accelerates, prior to passing the orange restart cone. All cars must pass between the cone and the outside wall in single-file order. If any car goes to the inside of the cone or knocks over the cone, the yellow will be displayed and the offending car(s) will be penalized two (2) positions. There is no passing before the cone. Any car passing before the cone will be penalized two (2) positions for each car jumped either at the end of the race (if race is non-stop) or when the next yellow is displayed. *If the same car(s) commits a second jumping offense, it may be disqualified from that racing event.*
2. All restarts will take place with the lead lap cars moving to the front of the field. Lapped cars will fall in behind the last car on the lead lap in their order of running.

11. Scales

- a) Unless otherwise announced, all cars taking laps in Qualifying (if applicable), ***and all heat race finishing cars will be required to report directly to the scales at the conclusion of such events.*** For A-Mains, the top three finishers will be required to report directly to the scales. Any car(s) that do not report directly to the scales after such events will be disqualified from that event. Teams will be allowed a total of 3 attempts to make weight at the scales.

- b) All cars are subject to being weighed at any time during any event at the discretion of Lincoln Speedway officials.

12. General Racing Procedures

- a) **Under no circumstances should a driver pass the pace car unless told to do so by the Lincoln Speedway Race Director via the driver's radio. Anyone passing the pace car without authorization will be fined a minimum of \$250.**
- b) Any event sanctioned by an outside organization will be conducted under that sanctioning body's rules and procedures.
- c) All heat races for 410 & 358 Sprint Cars, unless previously announced, will be ten (10) laps.
- d) **One-way driver radios are mandatory AT ALL TIMES when on the track.** Failure to comply may result in disqualification from the event, suspension and/or fines at the discretion of Lincoln Speedway Officials.
- e) Any driver, team, and/or car, who purposely attempts to delay any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of Lincoln Speedway Officials.
- f) Once the allotted time allowed for being on the track or in the staging lane ready to race has expired, any late arriving car will be penalized two (2) starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time to time, except in rare instances, at the discretion of the Lincoln Speedway Competition Director.
- g) Under yellow flag conditions, drivers may stop at any Lincoln Speedway official for any safety reasons (seat belt, debris, driver radio malfunction, safety concern) and maintain their starting spot or position on the track during an event. If stopping for a seat belt issue and the malfunctioning seat belt requires work other than help to get buckled, the car must go to the pit area or work area and give up their current spot or starting position. There is no guaranteed time for these repairs.
- h) Cars stopping on the track during a yellow flag, unless they stop to avoid an emergency vehicle (as determined by the Lincoln Speedway Race Director) will be placed to the rear of the field.
- i) Any car that stops or causes a yellow flag for any reason during any event, will be placed at the rear of the field.
- j) Cars will not be permitted to be 'pushed off' after the lights out signal has been given or during any green flag conditions. Any offending car will be automatically disqualified.
- k) A yellow flag will be thrown for any car that does a 360 spin, whether they come to a stop or whether they continue under power. That driver will restart the race behind all cars running on the same lap.
- l) If a flagman throws the caution flag without direction from the Lincoln Speedway Race Director and the Race Director deems the caution to not be necessary, all cars will retain their position from the last lap in which they were scored.
- m) If the flagman throws any flag without direction from the Lincoln Speedway Race Director

and the Race Director deems the flag to be thrown in error, the caution flag may be thrown, and Lincoln Speedway Officials will communicate to drivers via one way radio communication. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will continue from the last lap scored.

n) Any car that is involved in two (2) single car spins that are unaided will be disqualified from the event.

o) At the discretion of the Lincoln Speedway Race Director, any car deemed to have caused an intentional yellow for any reason (bad start, restart, becoming lapped, or in danger of being lapped, ect.) may be disqualified.

p) Any car that cannot maintain a reasonable race speed may be asked to leave the racing surface or start their next scheduled racing event at the rear of the field, at the discretion of the Lincoln Speedway Race Director.

q) Any cars that require a push start during a yellow caution period will be considered involved in the incident which brought out the yellow flag and that car will have to restart behind the cars on the same lap that stayed on the track.

r) Any cars that leave the racing surface under yellow flag or red flag conditions to visit the pit area/ work area, and return to the same race, will be placed at the rear of the field, behind cars on the same lap.

s) Track exit is outside turn 2. During competition, cars exiting the track using any other exit shall be considered retired from that event and will not be allowed to rejoin that event. Cars brought to the pit area by a Lincoln tow truck or push truck under caution are exempt from this restriction.

t) At the discretion of Lincoln Speedway Officials, any car that spins-out as the field is stopping for a red flag situation will retain its running position if such car does not go to the pit area.

u) A spin or stoppage that requires a car to be restarted during a yellow flag slowdown period is considered as being involved and will result in that car(s) restarting behind the cars on the same lap that stay on the track.

v) Any cars getting pushed off from an accident scene and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap as they are. Cars that are multiple laps down will not be allowed to rejoin the field.

w) Any car that stops because of a blocked track, at the discretion of the Lincoln Speedway Race Director, will not be considered involved in the incident.

x) Any car that is stopped for consultation during a caution period will retain its position if Lincoln Speedway Officials deem the car 'clear' and permit it to return directly to competition without adjustment.

y) Any car that requires a push-off at any time during an event must have a rear bumper securely in place.

z) If it is determined in any race, after the original start, any driver deliberately initiates a caution period, by any means, that driver will not be permitted to restart that race. The determination

of what constitutes deliberately instituting a caution period will be at the judgment of the Lincoln Speedway Race Director.

- aa) Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Failure to comply may result in disqualification from the event, and suspension and/or fines at the discretion of Lincoln Speedway Officials.
- bb) In the event that a race car is inadvertently or purposely hit by a push vehicle or pace vehicle during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a Lincoln Speedway official, then repairs can be made to the contacted vehicle and that car will maintain its running position. The maximum time allotted for such repairs is five (5) minutes. If repairs can be completed within this time, then the car will be scored where it was running or scheduled to start when such accident took place. If the car cannot continue the race, the car will be scored last on the lap in which that car has completed.
- cc) All cars will receive only one (1) push-off per race. If a car needs more than one (1) push-off, except for safety reasons, during any race, that car will be placed at the tail end of cars on the same lap. A push off is considered completed only when the pushed car has started and pulled away from the push vehicle.
- dd) Competitors will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by Lincoln Speedway Officials.
- ee) It is illegal to make repairs to a race car while on the speedway unless under open red flag conditions. Cars needing repairs under yellow flag conditions MUST report to their designated work area. If repairs are made on the track during any time other than open red flag conditions, the car and driver will be disqualified.
- ff) No driver may exit his/her car on the racetrack unless there is a Lincoln Speedway official present to grant permission to do so. If a driver is involved in an on-track accident and needs to be towed or pushed off the track, the driver must remain in the vehicle until the Lincoln Speedway official indicates to the driver that it is safe to exit the race car. Upon exiting the car, drivers must remain with their cars to accompany them back to the pit area. The only exception to this rule will be in the event of a fire or a similar emergency situation occurring with or in the car. Failure to comply with this rule may result in disqualification from that event at the discretion of the Lincoln Speedway Race Director.

gg) Any car(s) competing in the 410 division at Lincoln Speedway must be running a 410 cubic inch engine.

13. Work Area

- a) The designated work area will be perpendicular to that driver's hauler only. Any car that noses into its hauler during competition will be presumed retired and not allowed to return to competition during that event.
- b) Designated work area time is (2) minutes from the time the driver reaches their pit stall. Work area time is only given during the first half of A-Main event(s) **for a flat tire only**. When the race leader reaches the halfway point of the A-Main, work area guaranteed time will no longer be given. **Work area guaranteed time is limited to (1) one occasion during any event. Any additional work area trips will not have guaranteed time. Cars utilizing a provisional and cars no longer on the lead lap**

are not eligible for guaranteed work area time.

- c) Any work needed may be completed while in the work area. However, no changing of any tire unless it is flat or wheel, unless it is visibly damaged, may occur and must be approved by a Lincoln Speedway official.
- d) No adding of fuel in the work area unless under an open red condition.
- e) Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field. If a restart green flag is displayed and followed by a yellow or red flag before a lap is scored, then any car(s) that remained in the work area can re-enter the race but will be positioned behind any car that took the aforementioned restart green flag.
- f) When in the work area and the guaranteed time has expired, the pits will be closed when the pace car passes the flag stand with one lap until restart sign showing or when the "lights out" command is given by the Lincoln Speedway Race Director, whichever comes last. At this time, no car may push to rejoin the field.
- g) Any car(s) remaining in the work area after a restart lap has been scored, may NOT re-enter that race.
- h) Any car(s) that are one lap down or more may not re-enter an event after going to the pit area/ work area.

14. Flag Rules/Official's Signals

a) Green Flag

1. When the green flag is displayed and the green lights are illuminated, the track is open for racing. This signifies the start or restart of any race.

b) Yellow Flag

1. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period. Under no circumstances is the driver to be above an idle. Cars taking the track will idle behind the pace car until all contestants are on the track and the Lincoln Speedway Race Director gives the "close-up" signal at which time the driver can accelerate up to the pace car and pull into position.
2. When the yellow flag is displayed and/or the yellow caution lights are illuminated, no passing is permitted unless instructed to do so by Lincoln Speedway officials. Any driver attempting to improve his/her position while running under the yellow flag conditions will be returned to his/her rightful position by Lincoln Speedway officials via driver radio and faces a possible penalty for delaying the race. (see rule D,6,d,5)

c) Red Flag

1. The red flag shall be used, in the opinion of the Lincoln Speedway Race Director or head starter, if the track is unsafe to continue to race or if a fuel stop needs to take place.
2. When the red flag is displayed all cars on the racing surface must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Lincoln Speedway reserves the right to assess penalties, fines and/or suspension for cars not stopping as

quickly and safely as possible.

3. During any red flag condition, cars on the racing surface are not permitted to move for any reason unless instructed by Lincoln Speedway officials.
4. All drivers, unless involved in an incident, must remain in their car unless otherwise instructed by Lincoln Speedway officials.
5. During red flag conditions, no team members are permitted to go to an accident unless instructed otherwise by a Lincoln Speedway official. Failure to comply may result in disqualification from the event, and suspension and/or fines at the discretion of Lincoln Speedway Officials.
6. During a red flag situation, the Lincoln Speedway Race Director will decide if the red flag will be an Open Red, Closed Red, or Fuel Stop.
 - i. **CLOSED RED:** The track will be closed. Team members will not be permitted on the racetrack and/or to their race cars for any reason.
 - ii. **OPEN RED:** The Lincoln Speedway Race Director will determine when the track is open and the air horn will sound one time. At this time, any refueling, repairs and/or adjustments, except changing of a tire or wheel, can be made to the race car. Crew members may work on the car only with tools that can be carried by hand. When the Lincoln Speedway Race Director determines that racing is close to resuming, an air horn will sound once again, signifying that (2) minutes remain in the open red period. At the end of that (2) minute period the final horn will be sounded once, officially ending the work period and open red conditions. Crews MUST be clear of their car when the final horn is sounded or be penalized (2) running positions. Any car still being worked on when track lights are turned from red to yellow and the first car is pushed off will be sent to the rear of the field.
 - iii. **FUEL STOPS:** On occasion, a fuel stop will be necessary when it becomes apparent that we will surpass a pre-determined total number of green and yellow flag laps in any event. The lap totals for each event are as follows: Heat races and B-Mains – 30 laps, A-Main(s) – 65 laps. These lap totals may change at any time due to being re-evaluated or extenuating circumstances. In the event of a Fuel Stop, all cars will be stopped in a specified area of the speedway, as communicated via the driver radios. Once all cars have stopped, the Lincoln Speedway Race Director will determine when the track is open and the air horn will sound one time. At this time, teams will have (5) minutes to complete any refueling, repairs and/or adjustments, except changing of a tire or wheel. Crew members may work on the car only with tools that can be carried by hand. When (2) minutes remain in the Fuel Stop, an air horn will sound once again. At the end of that (2) minute period the final horn will be sounded once, officially ending the Fuel Stop. Crews MUST be clear of their car when the final horn is sounded or be penalized (2) running positions. Any car still being worked on when track lights are turned from red to yellow and the first car is pushed off will be sent to the rear of the field.

d) Black Flag

1. Any driver receiving a black flag under green flag conditions should report immediately to pit area.
2. Any driver receiving a black flag under yellow flag conditions should stop immediately at the nearest

track official for explanation and/or consultation.

e) **White Flag**

1. The white flag is displayed to the leader of the race and signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

f) **Checkered Flag**

1. When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying. Split scoring will be utilized, per the definition below. If a caution is called after the leader has crossed the scoring loop on the final lap, the race is complete.

g) **Official Signals**

1. All drivers must obey signals, communications, and/or any other Lincoln Speedway official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

15. Relief Driver and/or Driver Changes

1. All relief drivers and/or driver changes must be approved by speedway 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/she qualified is automatically disqualified. Car and Driver must be qualified to be handicapped in the feature event. After any race's original green flag, no car/driver combination may be changed in the event for that day.
2. For a makeup feature event in which the field qualified on a previous date; THE DRIVER IS QUALIFIED...NOT THE CAR. A qualified driver will maintain his starting spot regardless of what car he drives. Any new driver of a previously qualified car may enter the race provided no laps have been completed, and there is not already a full field based on qualified drivers. A new driver in a previously qualified car will have to start at the rear of the field and can only gain show-up points.

E) Scoring

- a) Split Scoring will be utilized for all races within the Event.
- b) Transponders will be mandatory for both 410 and 358 divisions. ***All competitors must provide their own transponder.*** Visit mylaps.com to purchase transponders.

- c) All races are scored at the designated start/finish line via electronic scoring loop.
- d) Initial lineups and Restart lineups will be derived from the Lincoln Speedway scorer using the electronic scoring system and double-checked for accuracy by the Lincoln Speedway hand scorer.
- e) On an initial start, if a yellow or red flag is displayed before the field completes the first lap, a complete two (2) abreast restart shall be made except for any cars involved in the stoppage or cars that went to the pit area. Those cars shall be placed at the rear of the field.
- f) If the field completes the first lap under the green, the first lap shall be scored, and any subsequent yellow or red flags shall result in the cars lining up single file.
- g) On a restart, if a yellow or red flag is displayed before the field completes the first lap, a complete single file restart shall be made except for any cars involved in the stoppage or cars that went to the pit area. Those cars shall be placed at the rear of the field.
- h) All cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the Event's total number of laps.
- i) In case of a yellow flag or red flag situation after the race leader has crossed the scoring loop and received the checkered flag, cars that have passed the finish line under green flag conditions will be scored on that lap and all remaining cars will revert back to the last completed lap to determine the official feature finish.
- j) On all yellow & red flag stoppages, lapped cars will be placed at the tail.
- k) Any feature event will be considered an official race after the half-way point is reached.

F) Payoff Procedures/Tow Money

- a) Once a race is considered complete after the half-way point is reached, prize money will be paid.
- b) Drivers or owners must pick up their own prize money. An owner or driver may designate someone to pick up the prize money, but Lincoln will record their name and signature. All prize money earned by individual teams will be credited to the driver, unless the speedway is notified in writing otherwise. **No prize money will be released without a current W-9 on file.** No prize money will be released until transponders are returned, if using a rental.
- c) **The A-Main starting field(s) will be set through qualifying events and will be final when posted. No additions will be made once the starting lineup is set. Alternates will no longer be used in any A-Main event. Drivers scheduled to start in the A-Main must take the initial green flag to receive start pay. If a driver does not take the initial green flag in the feature event, only tow money will be paid. Tow money is dispersed once an initial green flag is taken.**
- d) Tow money schedules are as follows: 410 Sprint Car - \$100, 358 Sprint Car - \$50.00.

G) Provisionals/Medical Exemptions

- a) Lincoln Speedway will allow (2) Provisional starters for every World of Outlaws and All-Star Circuit of Champions A-Main event.
- b) Provisionals will be available to the top (20) twenty in points for a feature event.
- c) Medical and Unforeseen Circumstances Exemptions: Any Competitor that is unable to compete or be present because of a mandatory quarantine with doctors' orders will be granted a medical exemption. Medical exemption points of 50 per event will be given for that period. The medical exemption may be extended due to extenuating circumstances.

H) Points Breakdown

The following table presents the points breakdown versus finishing order for the A-Main events.

1. 300	5. 180	9. 140	13. 100	17. 75	21. 50
2. 250	6. 170	10. 130	14. 90	18. 70	22. 50
3. 220	7. 160	11. 120	15. 85	19. 65	23. 50
4. 200	8. 150	12. 110	16. 80	20. 50	24. 50

- a) Every driver who takes a green flag receives fifty (50) appearance points.
- b) All scheduled sprint car races at Lincoln Speedway, unless otherwise stated, are point races. Any car owner with a registered car number/driver combination that is awarded points during a given season at Lincoln Speedway may NOT have another competitor enter a Lincoln event with the same aforementioned registered car number at Lincoln Speedway on any night that the aforementioned registered car number OR driver is competing in any other event at any other facility that is being run against Lincoln Speedway.
- c) Rookie Status is determined by any competitor that has competed in less than 5 events in that class. Rookie of the Year will be determined by final season point standings.
- d) For Speedway handicapping, the first three racing programs of the season will have the heat and feature line-up determined by draw, unless one of those events is a time trial show. If one of the first three (3) races happen to be a WoO Sanctioned event, that event would not be counted as an event.
- e) Twin and Triple 20's evenings will be treated as one (1) event and each driver taking a green will be awarded (50) appearance points for the evening, not each race. These races will be considered individual events to reduce handicapping penalties.
- f) In the event of a tie in the final point standings, that tie will be broken by the number of wins at Lincoln Speedway. If there is a tie in wins, it will then be broken by the most Top 5s at Lincoln Speedway. If there is a tie in Top 5's, it will then be broken by average feature finish of all point races at Lincoln Speedway.

I) Point Funds

Point fund payouts for the 2026 season are as follows:

410 Sprint Cars

1st - \$3,000; 2nd - \$2,000; 3rd - \$1,000

358 Sprint Cars

*1st - \$1,500; 2nd - \$1,000; 3rd - \$800; 4th - \$600; 5th - \$550; 6th - \$400;
7th - \$360; 8th - \$325; 9th \$315; 10th \$300*

Point Fund Payout Procedure

All end-of-season point fund payouts shall be made to the registered car owner on record for the winning driver. The distribution of funds between the owner and driver is solely the responsibility of those parties and will not be managed or mediated by Lincoln Speedway. Lincoln Speedway shall not be responsible for, nor will it participate in, any disputes or agreements regarding the division or allocation of said funds between the car owner or driver.

J) Protests

- a) Only the car owner, the driver and/or the designated team representative of the car owner may request an official protest of any kind.
- b) Verbal protests, accompanied by the minimum protest fee, must be communicated to the Lincoln Speedway Competition Director within five (5) minutes of the completion of the race. A written protest, stating clearly the subject of action, must follow the verbal protest.
- c) The protest fee is a minimum of \$1,000.00 and shall be increased based on the scope of the protest. The protest filing fee will be a minimum of \$250 and shall be increased based on the scope of the protest. For example, removing a cylinder head: \$2,000.00 protest fee plus protest filing fee. Removing a crankshaft- \$5,000.00 protest fee plus protest filing fee.
- d) Any additional charges incurred during the protest including determining the outcome of the protest or the reimbursement of tech officials will be added to the protest fee.
- e) Any refusal of inspection and/or non-compliance during an official protest will result in the disqualification of the protested car.
- f) During a teardown, three members of the protested car will be permitted in the designated teardown area. Only the person lodging the protest will be permitted in the designated teardown area.
- g) All awards gained by a competitor who has been protested will be withheld until the protest has been determined.
- h) If the car being protested is found legal, the protesting fees will be released to the protested team less the protest filing fee and any additional charges. If the car being protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the protest filing fee and any additional charges. All parties concerned shall be bound by the decision given.

- i) Any car found illegal should result in the loss of prize money, which would have been earned and a fine may be imposed up to the amount won. Points for the race and points accumulated for the entire season may also be deducted as a penalty.
- j) Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.
- k) TIRE PROTESTS: Tire protests may involve any rear tire(s). The protest fee will be \$1500.00 per tire and a protest filing fee of \$750.00. The protest will require the submission of the protested tire(s) by the car owner, driver and/or designated representative. The tire(s)/samples involved in the protest will be shipped, processed and chemically analyzed at a facility designated by Lincoln Speedway. The determination of the facility will be final and non-appealable.
- l) Lincoln Speedway reserves the right to accept or deny any protest based on their sole discretion. 'Grudge' protests and/or any protest that are 'not in the spirit of good standing' will be denied.

K) 2026 410 & 358 Sprint Car Specs

Any Sprint Car, team and/or driver that does not meet these specifications and/or equipment requirements will be subject to penalties as determined by Lincoln Speedway officials.

1. 410 Sprint Car Engines

- a) Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.
- b) The engine must be mounted in-line with the driver, and the driveline must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
- c) The engine block and cylinder heads must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.
- d) Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will be allowed but must be approved prior to competition. Engines with the magneto and/or distributor mounted in the stock OEM production position for the block and/or engine must be approved prior to competition.
- e) Approved Front Drive Magneto System: Moroso 60205 & 60206.
- f) Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
- g) The maximum engine cylinder bore size shall be 4.165 inches.
- h) All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
- i) Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
- j) Only two (2) valves and one (1) spark plug will be permitted per cylinder.

- k) Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Canted or splayed valve cylinder heads must be approved prior to introduction into competition.
- l) Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
- m) All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00-inch pipe plug. If an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
- n) Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles will not be permitted for competition. Carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted.
- o) A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head, and one nozzle must be placed in the injector.
- p) A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- q) Only magneto-type ignitions will be permitted. The ignition system may be triggered by no more than two triggers to alternate current between the triggers (examples, one magneto and one crank trigger or two crank triggers). One (1) single switch that alternates the current between the magneto and the crank trigger only may be mounted to the dashboard within the driver's reach. Only 2-way, on-off type switches will be permitted. Multiple coil-pack ignitions will not be permitted.
- r) Steel and stainless-steel headers will be permitted. Titanium headers will not be permitted.

3. 358 Sprint Car Engines

- a) Cast iron block V-8 engines only with 358 cubic inch maximum displacement and a maximum stroke of 3.5 inches.
- c) The engine must be mounted in-line with the driver, and the driveline must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.
- d) Flat top pistons only, no domes or dishes. Zero deck height. Maximum compression ratio of 10.80:1 as measured by Whistler gauge.
- e) Cast iron heads and aluminum heads of stock configuration allowed. Manufacturers' name and part numbers must always remain legible on steel and aluminum heads. No canted or splayed valve heads allowed (valves must be in line).
- f) Stock OEM valve guide angle:

Chevrolet OEM heads, Chevrolet aftermarket heads and aluminum heads must have a 23-degree valve guide angle, plus or minus 1 degree.

Ford aftermarket Type "N" heads must have a 10-degree valve guide angle, plus or minus 1 degree. All other Ford heads must have a 20-degree valve guide angle, plus or minus 1 degree.

Mopar heads must have an 18-degree valve guide angle, plus or minus 1 degree (Mopar w2 head will be exempted, heads not legal w5, w7, w8, w9, vic 340).

Other manufacturers contact speedway management for valve guide angles.

- g) Milling of heads permitted. Port and polishing of heads are permitted. No raised intake runners or spread port exhaust; ASCS heads are not allowed. No welding or epoxy work allowed on or in intake runners except for repair.
- h) Maximum allowable width of pushrod area as follows: 1. Chevy- 2.650" 2. Ford- 1.350" 3. Mopar-2.450" Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer.
- i) No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.
- j) Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.
- k) Engines with the magneto and/or distributor must be mounted in the stock OEM production position for the block and/or engine must be approved prior to competition. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will not be allowed. No multiple coil-pack ignitions allowed.
- l) Titanium crankshafts, connecting rods and/or rod caps will not be permitted. Only steel connecting rods will be permitted.
- m) All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00-inch pipe plug. If an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
- n) A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- o) Steel and stainless-steel headers will be permitted. Titanium headers will not be permitted.
- p) Elbows on the exhaust after the header tube enters the collector will not be allowed. All exhaust must exit toward the rear of the car. At the discretion of Lincoln Speedway officials, heat deflecting measures may be taken at the end of the exhaust tube to help reduce heat to suspension parts (i.e. turnout, turndown, deflector)

3. Fuel

- a) Pure Methanol is the only permitted fuel. Fuel additives of any kind will not be permitted.
- b) Fuel will be inspected during periodic intervals by a distilled water test and/or a hydrometer test. Should a car's fuel fail either test, the car will be disqualified from that day's program UNLESS the team is able to empty and flush the fuel system in order to pass a subsequent test prior to entering a competitive event. If cleaning the fuel system causes the car to miss its heat race, it can, after passing a fuel test, tag the rear of the consolation or, if there is no consolation race, tag the rear of the feature. A team that wishes to contest the track's field test(s) may request a laboratory test be performed. The track will capture the fuel sample in an approved container and submit it to the laboratory for the team, but the expense of

that analysis will entirely be the team's responsibility. If a fuel sample is chemically analyzed, all winnings of that particular Sprint Car, from that particular racing Event, will be held until the analysis has been completed and a determination has been made by Lincoln Speedway Officials.

Lincoln Speedway strongly encourages teams to perform their own field test of all fuel they purchase without regard to the source of that fuel. The distilled water test is easy and accurate; teams wishing test instruction should speak with the technical inspector.

4. Fuel Cell

- a) A fuel cell with a bladder will be the only type of fuel cell permitted. The fuel cell must be one-piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted unless approved by Lincoln Speedway officials.
- b) **It is highly recommended that 6 mounting points be used for the fuel cell. (Example: Kaeding and Triple X devices are acceptable; others will be approved case by case) Any type of web material or tether will not be allowed to be used as a mounting point. All fuel cell mounting bolts must be safety-wired.**

5. Traction Control Devices

- a) Traction control devices of any type are not permitted at any time, during any event.
- b) Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by the Lincoln Speedway management may be issued.
- c) From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.
- d) The Xtreme 30 Sparkbox (only permitted in 410 division) version # 2, both long & short is LEGAL. The Xtreme 30 Sparkbox version # 3, both long & short is ILLEGAL. Check with manufacturer for correct and legal applications.

6. Chassis/Frame

- a) All chassis/frames built during and/or after the 2005 season should have a manufacturer's serial number and identification plate visible and welded on the left front side of the roll cage upright.
- b) Roadster type chassis will not be permitted. Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joints will no longer be allowed.
- c) It is recommended to have a minimum of six (6) mounting points for securely mounting any manufacturer's seat per seat and chassis manufacturer's specifications.
- d) Drag links, Tie Rods, and Left Front Radius Rods must be made of 4130 steel, a minimum of one (1) inch in diameter, and a minimum material thickness of .058 inches. Drag links, Tie Rods and Left Front Radius Rods must have magnetic steel rod ends. Swedging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing and meet the approval of Lincoln Speedway officials.

- e) Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted.
- f) Only front axles made of magnetic steel will be permitted. Approved axle dimensions are:
 - 2-1/4" x 0.120"
 - 2-3/8" x 0.095"
 - 2-1/2" x 0.095"Larger thickness front axles may be approved at Lincoln Speedway Officials discretion.
- g) Titanium front axles, nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires. All left and right side nerf bars must attach to the chassis at 3 points. Any car that requires a push-off at any time during an event must have a rear bumper securely in place.
- h) All axle tethers will be required to attach to the front engine plate post or the rear bolt of the front radius rod and not the radiator post.
- i) Approved front axle tether systems are mandatory. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether systems should be installed using the manufacturer's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions. All axle tether systems required clamping to or wrapping around the axle per the manufacturer's instructions. The approved axle tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- j) Ultra-light rear axles will not be allowed in 2026. Rear axle maximum inside diameter will be 1.8750.**
- k) The QRP C2L Birdcage will not be legal for Lincoln Speedway competition.
- l) All radius rods shall be constructed as a solid piece of round tubing with provision for a rod end on each end. No addition to the radius rod will be allowed. Radius rods must be attached to the frame and axle in a stationary manner. Devices that are designed to change the length or position of the radius rod in any way while the car is moving will not be allowed.
- m) The front bumper must not extend more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23.5 inches.
- n) The top of the roll cage shall have a maximum outside width of 29.5 inches. Bracing that would prevent the driver's ability to exit through the opening and/or inhibit safety/rescue workers' ability to extract the driver will not be permitted.
- o) The cockpit horizontal middle frame bar will have a maximum outside width of 32.0 inches.
- p) The bottom frame rail will have a maximum outside width of 26.5 inches.
- q) All tubing utilized in the construction and/or fabrication of the main frame must be round in shape. Any other shapes, such as elliptical (oval) tubing will not be permitted.
- r) Floor pans must be either aluminum or steel. Carbon fiber will no longer be allowed.**

- s) The minimum wheelbase will be 83 inches. The maximum wheelbase that will be permitted will be 90 inches. Front anti-roll torsion bar assemblies (sway-bars) will not be permitted.
- t) All cars must have a driveline strap and/or a driveline hoop restraint constructed of a minimum of .065-inch magnetic steel either welded and/or bolted to the chassis. The rear cross member used for mounting the steel driveline hoop must be constructed of .083-inch steel.
- u) Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts and/or roll pins only. No hitch pins or spring loaded "quick release push pins" will be permitted.
Torsion arm stops are mandatory on both sides of the front torsion bars. The retainer may be of the rod-type with a securing cap or insert with an expanding mandrel and/or any other approved Torsion arm stop design. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions.

The following torsion bar stops(s) have been approved for competition:

- Moose Block 1200 Retainer Kit
- All Star Performance All Star 10730 Retainer
- Maring Safety Retainer
- Butlerbuilt Mandrel
- KKR grove and clip
- Kaeding Clip
- DMI – T-REX (Torsion Restraint Express System)
- Schroeder Part number "BARS" (for Schroeder bars with relief in ends)
- Schroeder Part Number: "RWLAR" (Wedge Lock)

The approved Torsion Arm Stop may be revised from time to time with additional approvals and/or other changes to the approved list.

- v) **The only chassis and/or frame adjustable devices including but not limited to (shock absorbers, brake, seat, weight adjusters) that may be within the driver's reach will be one (1) top wing adjuster for the top wing slider mechanism and one (1) in-car shock adjuster. The top wing slider must be one dimensional and allow for forward and rearward movement only.**
- w) The following frame measurements are minimum dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "BUTT" BAR, a car's rear end can be tethered to the rear chassis. ASTM4130 normalized steel or equivalent material is suggested. See drawing 16.5 for reference.

TOP RAILS: 1-1/2" x .095"

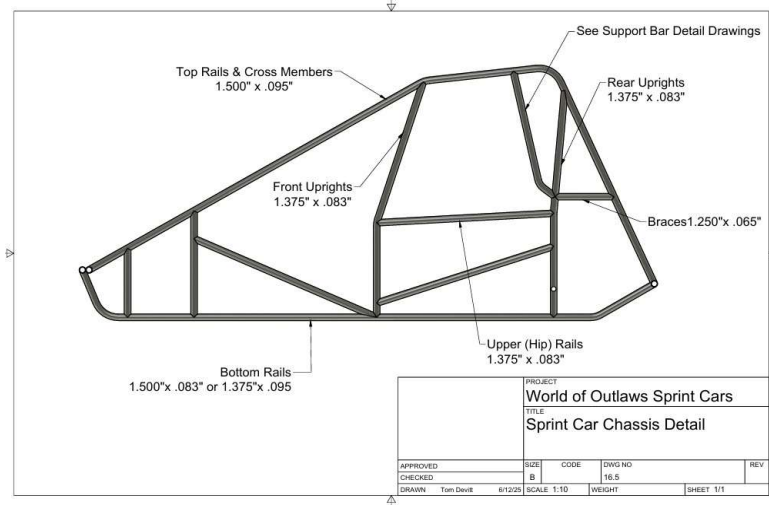
BOTTOM RAILS: 1-3/8" x .095" or 1-1/2" x .083" ****NOTE: 1-3/8" x .083" allowed for 358 chassis****

ROLL CAGE UPRIGHTS: 1-3/8" x .083"

ROLL CAGE CROSS MEMBER: 1-1/2" x .095"

UPPER RAILS: 1-3/8" x .083"

REAR END SAFETY "BUTT" BAR: 1" x .083" or 1-1/4" X .065"
 BRACE: 1-1/4" x .065"



y) Chassis Support Bars: All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of Lincoln Speedway officials.

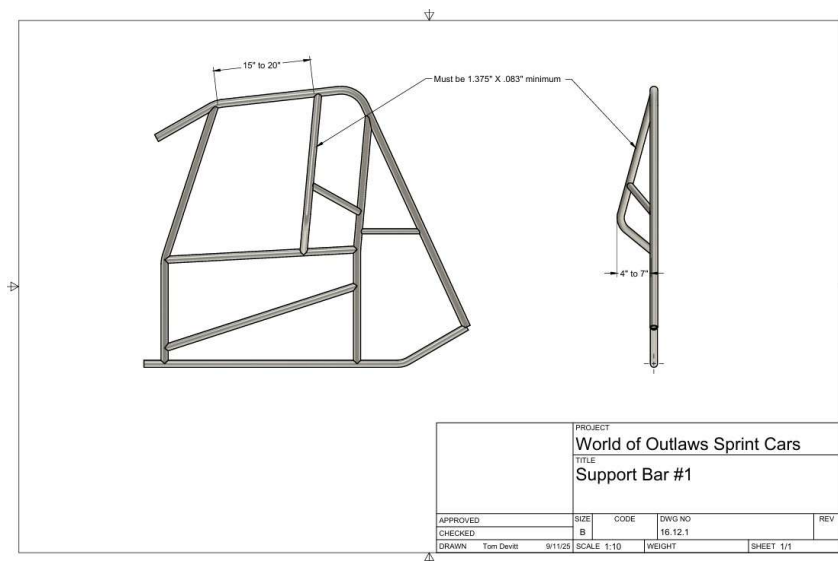
These additional bars will be a minimum 1.375" x .083" ASTM4130 normalized steel or equivalent material.

Left and right-side support bars do not have to be of the same design.

Right side body opening shall remain the same 10 inches vertical and 21 inches horizontal at any point, except for the 1-3/8" support tubing in place.

Left and right side support bars may be one of the three options:

1. The support bar may be designed similar to what was known as a "safety bar." It must be attached to the top rail at a point 15 inches to 20 inches from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite the rear brace/shock mount bar. The curve must be between 4 inches and 7 inches measured from outside of the rear upright tube to the outside of the support bar. See drawing 16.12.1.
2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15 inches to 20 inches from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above 1.375" x .083" ASTM4130 normalized steel or equivalent material. See drawing 16.12.2.
3. A support bar may be added to the top rail at a point 15 inches to 20 inches from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar, but no higher than 7 inches above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See drawing 16.12.3.



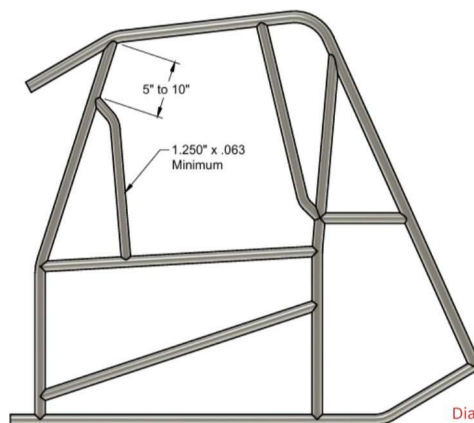
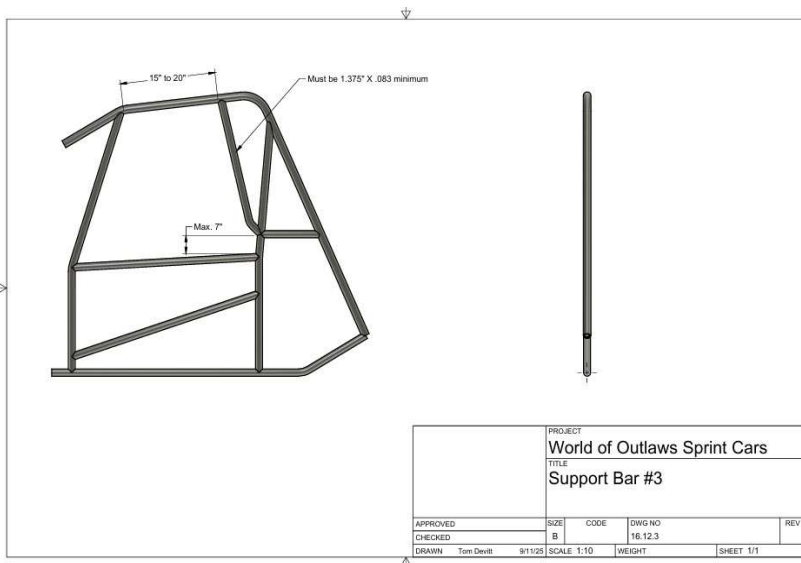
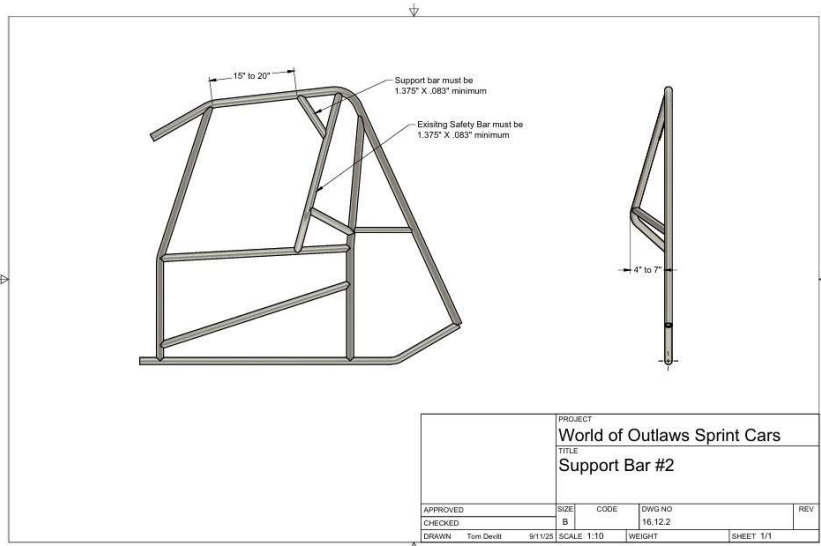


Diagram 16.12.4

x) **Chassis Front Upright Support Bars: In 2026, the use of extended front upright support bars added to chassis is highly recommended. This will most likely be mandatory in 2027 after input and study to finalize specifications. For reference, the dimensions in diagram 16.12.4 are proposed dimensions and are not final at this time.**

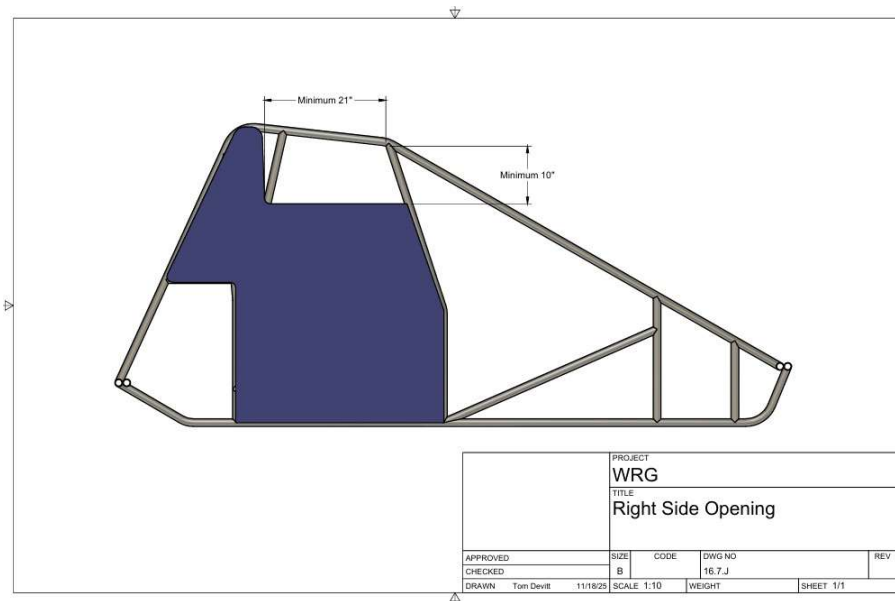
7. **Weight**

- a) All 410 Sprint Cars must always weigh a minimum of 1425 pounds with a driver: before, during and after any event.
- b) All 358 Sprint Cars must always weigh a minimum of 1550 pounds with a driver: before, during and after any event.
- c) Additional bolt-on weight will be permitted but must be mounted and fastened to the frame and/or chassis in a secure manner.
 - 1. Weight pieces weighing 15 lbs. or less must be bolted using at least one $\frac{3}{8}$ " diameter grade 8 or better bolt.
 - 2. Weight pieces weighing more than 15 lbs. must be bolted using at least two $\frac{3}{8}$ " diameter grade 8 or better bolts.
- d) Any bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the hip rails. All bolt-on weight and mounting is subject to Lincoln Speedway approval.
- e) All bolt-on weight must be white.
- f) Weight cannot be added, moved or replaced during yellow or red flag conditions.
- g) Loss of any bolt-on weight during competition shall result in disqualification from that event.

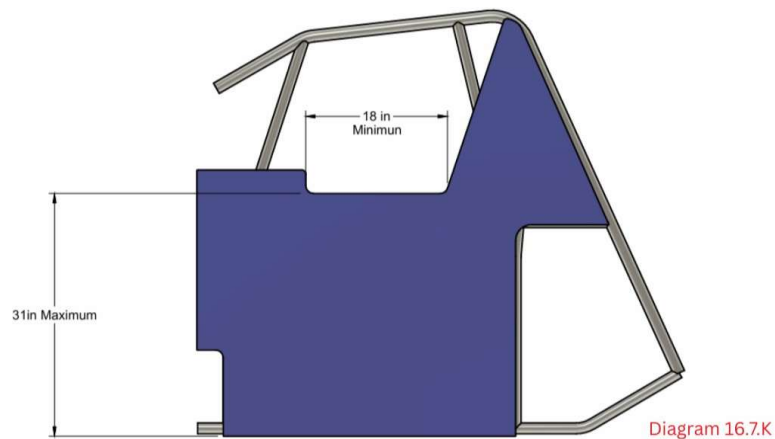
8. **Body**

- a) Only standard type Sprint Car bodies, tails and hoods will be permitted.
- b) Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- c) Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- d) Sunshields are permitted. Sunshields cannot extend beyond the down tubes of the car or restrict the driver's vision, restrict driver's exit, or direct any air at the discretion of the Lincoln Speedway officials. Absolutely no dish visors or wicker bills are allowed.
- e) Wedges and/or foils underneath the racecar will not be permitted.

- f) Pieces that are added to the basic frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system, will not be permitted.
- g) Mirrors of any kind, whether attached to the racecar and/or the driver, will not be permitted. All cars must have a minimum of a 15-inch-tall number on the outside of both top wing panels. Any letter utilized as part of the car number must be a minimum of 6 inches tall. If there are cars at any event that carry duplicate car numbers, then one of the two cars will be required to add a letter to the number for scoring purposes.
- h) All cars will be required to run a full sprint-type appearing hood with a maximum outside hood width of 30 inches. The hood must extend to the front of the torsion tubes and/or similar location on coil-over cars. The hood may be a multiple piece design, but visually, it must appear to be one continuous piece in side-to-side and front-to-back manner.
- i) The driver's right-side opening must be a minimum of 10 inches vertical at any point and a minimum of 21 inches horizontal at any point. See Drawing 16.7.J.



- j) The left side paneling may extend to but not forward of the support bar. See Drawing 16.7.K. The use of a left side arm guard as part of the paneling is acceptable if it or any other part of the paneling does not prevent left-side driver entry or exit at the discretion of Lincoln Speedway officials.
- k) **It is highly recommended that the extension of the body panel above the hip rail may not exceed the measurement per drawing 16.7.K. A maximum of 31" above the lower rail and a minimum of 18" opening front to back. This extension may not be used when the outward curved support bar is part of the chassis (Support Bar 1 & 2, Drawing 16.12.1 & 16.12.2). This will likely be mandatory in 2027 after some input and study to finalize specifications.**



- l) Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is to create elbow room for the driver. The elbow room must remain above the upper “middle” frame rail and may not extend rearward of the leading edge of the rear axle.
- m) Rear 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.
- n) A maximum 1-1/2 inches wide by 20 inches long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.
- o) 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.
- p) Side body panel designs and/or concave surfaces that, in the sole discretion of Lincoln Speedway officials, are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
- q) Any new body designs including, but not limited to side body panels, hood design, nose pieces and/or any other part of the exterior body must be approved by Lincoln Speedway officials prior to being introduced into competition.

9. Top Wings

a) **25 Sq. Ft. Top Wing Center Foil (410 & 358 Sprint Cars)**

1. Center Foil maximum size of 25 square feet with a maximum depth/thickness of 9 inches and a maximum length 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 top is to be flat from front to back and side to side. The center foil top must start being flat within 6 inches from the center foil's front leading edge.
2. **410 Sprint Cars:** A maximum 1.5-inch 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. Built-in wicker bills or

gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of Lincoln Speedway officials. Any such changes will be issued in writing prior to the event in which the change will be made.

3. **358 Sprint Cars:** A maximum 2-inch 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. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of Lincoln Speedway officials. Any such changes will be issued in writing prior to the event in which the change will be made.
4. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
5. The underside of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. Split or bi-wings will not be permitted. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the wings. The top wing must not extend beyond the outside of rear tires.
6. Foils or rudders will not be permitted anywhere on the top wing.
7. The top wing may be adjustable in the cockpit by the driver. Other than the slider mechanism, moving parts will not be permitted on or in the foil structure. Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment.

b) 25 Sq. Ft. Top Wing Side Panels (410 & 358 Sprint Cars)

1. The top wing side board's maximum size will be 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-degree angle with no variance. This portion of the side panel's leading edge may not be behind the center foil's leading edge.
2. Panels must be of one-piece construction.
3. 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-degree angle to the flat portion of the side panel.
4. Both top wing side boards should be at a 90-degree angle from the center section at any point. Any kick-out will not be permitted. If wing panel(s) become damaged, repairs must be made before the car can compete in the next event.
5. Side boards must be mounted parallel to each other.
6. 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 will be permitted. Aero elliptical brace material will not be permitted.
7. Brace or support shall not resemble a wicker bill or a split wing. Adjustable bracing will not be permitted.

358 Sprint Car teams have the option to use a 16 sq. ft. top wing, commonly referred to as a “3x5 wing”, instead of the standard 25 sq. ft. top wing that most 358 teams use. Regardless of the top wing used, 358 teams must use the same wing size for the duration of an event. A wing size change during an event will result in the car starting in the rear of the field. A wing size change between a qualifying event and feature may be done without penalty.

Please note: 2026 is the FINAL SEASON that the 16 sq. ft. top wing will be allowed for 358 Sprint competition. Effective in 2027, all 358 Sprint Cars must use a legal 25 sq. ft. top wing.

c) 16 Sq. Ft. Top Wing Center Foil (358 Sprint Cars)

1. Center Foil maximum size of 16 square feet with a maximum width of 66 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 top may be dished not to exceed 2-1/2 inches at any point when measured from the top of the center foil’s leading edge to the bottom of wickerbill.
2. A maximum 2-inch 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. Built-in wicker bills or gurney lips will not be permitted.
3. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing.
4. The underside of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one piece construction. Split or bi-wings will not be permitted. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the wings. The top wing must not extend beyond outside of rear tires.
5. Foils or rudders will not be permitted anywhere on the top wing.
6. The top wing may be adjustable in the cockpit by the driver. Other than the slider mechanism, moving parts will not be permitted on or in the foil structure. Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment.

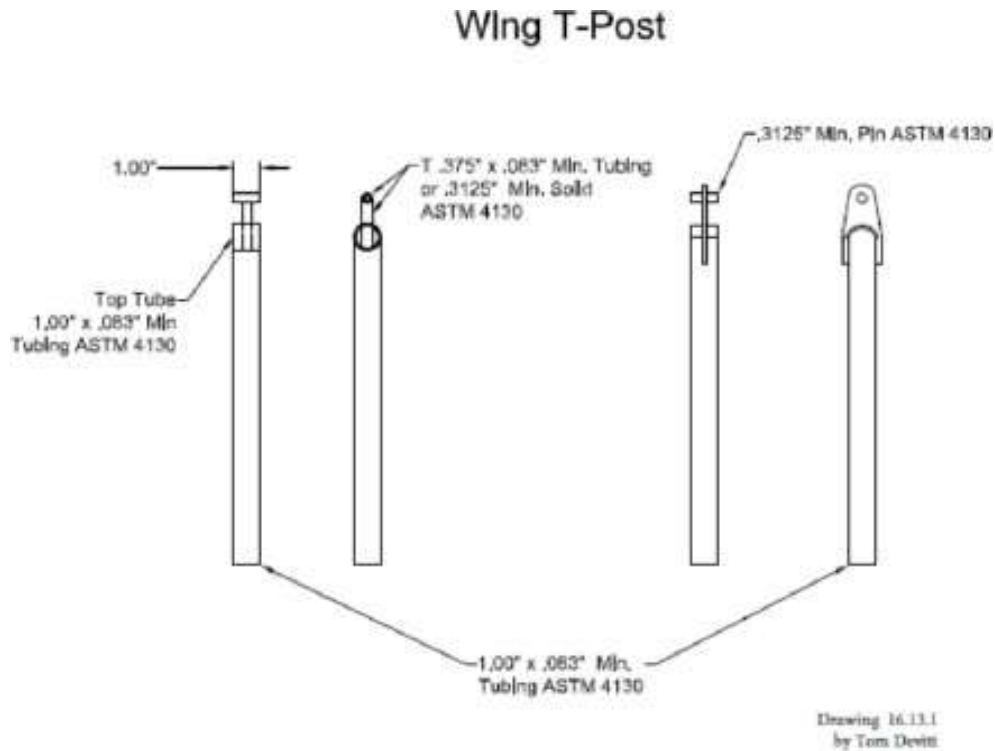
d) 16 Sq. Ft. Top Wing Side Panels (358 Sprint Cars)

1. The top wing side board’s maximum size will be 66 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-degree angle with no variance. This portion of the side panel’s leading edge may not be behind the center foil’s leading edge.
2. Panels must be of one-piece construction.
3. 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-degree angle to the flat portion of the side panel.
4. Both top wing side boards should be at a 90-degree angle from the center section at any point. Any kick-out will not be permitted. If wing panel(s) become damaged, repairs must be made before the car can compete in the next event.
5. Side boards must be mounted parallel to each other.

6. 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 will be permitted. Aero elliptical brace material will not be permitted.
7. Brace or support shall not resemble a wicker bill or a split wing. Adjustable bracing will not be permitted.

e) Top Wing T-Posts

1. Wing T-Posts will be built from 1" x .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval. See Drawing 16.13.1.



10. Nose Wings

a) Nose Wing Center Foil

1. The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches and a maximum length of 24 inches. The center foil must be square or rectangular in shape with all four corners set at 90-degree angles.
2. Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted, anywhere on the wing.

3. A maximum 2-inch removable wicker bill may be mounted on the rear edge of the center foil. The wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of Lincoln Speedway officials. Any such changes will be issued in writing prior to the event in which the change will be made.
4. The maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches.
5. The center foil front edge must remain at least 1 inch behind the front edge of the front bumper. The center foil top surface from side to side must remain flat.
6. The center foil must be one piece. Split or bi-wings will not be permitted.
7. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber or other similar material(s) will not be permitted in the basic framework of the wings.
8. The nose wing must not extend beyond the outside of front tires. The nose wing may not be cockpit or driver adjustable while the car is stationary and/or in motion.
9. Moving parts will not be permitted on or in the foil structure. Rudders or fins will not be permitted.
10. The 5-inch 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 with no tolerance. It is suggested that the wing blueprint 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).
11. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, not 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.

b) Nose Wing Side Panels

1. The nose side panel's maximum size will be 26 inches long and 12 inches tall with an overhang not exceeding 1-inch from the center foil front edge to the side panel front edge.
2. Side panels may have a maximum 1/2-inch front, back, top and bottom turnout(s) for panel strength.

11. Wheels/ Wheel Covers/ Bleeders

- a) The maximum width for the right rear wheel will be 18 inches. The maximum width for the left rear wheel will be 15 inches.
- b) The maximum wheel diameter will be 15 inches.
- c) Plastic and/or carbon fiber wheels will not be permitted.

- d) Only steel or titanium wheel cover fasteners will be allowed.
- e) Wheel covers must be securely fastened. It is recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: *Wheel covers must have a minimum of (3) attachment points utilizing a minimum 5/16", flanged steel or titanium bolt and an approved fastening (nut assembly) similar to the items below.*

Keyser Manufacturing, Part #100 7-101
 Wehrs Manufacturing Part # WM377A-312 (Aluminum 5/16)
 Wehrs Manufacturing Part # WM377S-312 (Steel 5/16)
 Triple X Chassis Part # SC-WH-7810 (for a 1" spring)

Optional fastening systems that are equal or superior to the above-approved system may be approved at the sole discretion of Lincoln Speedway Officials.

- f) Digital air bleeders are allowed but cannot be controlled and/or operated remotely.
- g) Air may not be introduced to any tire from any onboard system. Onboard tire air compressors will not be allowed for competition.

12. Tires

- a) Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions of the racecar for all 410 & 358 Sprint Car events in 2026. The designated tire(s) will be available in the following compounds:

Front:

85/8.0-15 D12, D15, D20

Left Rears:

15.0/92-15 D12A
 15.0/93-15 D12A
 15.0/94-15 D12A
 15.0/96-15 D12A

Right Rears:

105/16.0-15 D15A, Medium

- b) The altering of any tire compound by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted, unless approved by a Lincoln Speedway official. The rear drive tires may be protested by another competitor following the protest rules under Section (J.k.) in this rulebook.
 1. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A "Chain of Custody" process will be outlined with the Competitor upon inspection of the tires.

2. The analysis process will require shipment of the tire samples to the selected laboratory. Additional race event(s) may be completed before a determination is made. If a penalty is issued, the event(s) that fell into the analysis period while the tire(s) were being analyzed will be considered as part of the penalty period.

c) If any tire is found illegal after lab testing the following will take effect:

1. Driver/car owner pays for the cost of the lab work and testing. A lab of the track's choice will perform tests and results are final and cannot be appealed.
2. Driver/car owner pays back their purse money for the date of the event.
3. \$2,000 fine must be paid before competing again at Lincoln, Lincoln, Port Royal or BAPS.
4. \$1,000 must be paid to York County Racing Club Injured Driver's Fund and \$1,000 to the Eastern Museum of Motor Racing.
5. Loss of points for the event.
6. Suspension from competing at Lincoln, Lincoln, Port Royal or BAPS for two weeks from the date the lab results are received. (The two-week suspension can carry over into the following race season if needed).

13. Shocks

- a) Only conventional and thru-rod style shock absorbers will be permitted. Current approved thru-rod style shocks: Penske – Part # PS-7700T
- b) No additional components will be added to the torsion arm or other suspension components to help control the suspension, such as, but not limited to additional shocks, springs, spring arms, etc.
- c) Maximum of (1) shock per wheel, (4) shocks total.
- d) Any new style shock configuration or new suspension configuration must be approved by Lincoln Speedway officials prior to being placed into competition. Performance, safety, cost, along with other variables, will factor into the approval process.
- e) **410 Sprint Cars ONLY: One (1) in-car shock adjustment will be allowed. The adjustment is for compression OR rebound settings OR both settings together with a single movement. A single adjuster that adjusts both separately is not allowed (no push/pull adjusters).**

14. Other

- a) Racing components in aluminum and magnesium should be checked for stress and replaced on a regular basis, based on the manufacturer's recommendations of the life usage of the part. These parts are, but not limited to, wheel centers, live rear axles, hubs and top wings.
- b) Computer operated and/or controlled parts, such as fuel injection, fuel systems, chassis adjusting systems, etc., will not be permitted at any time during any event. The use of any electronic remote and/or wireless equipment capable of adjusting any equipment and/or function on the race car during any type of racing competition will not be permitted.
- c) The use of electronic logic processors (this includes any traction control devices) to control any function of the racecar and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading will not be permitted at any time during any Event.

- d) Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio approved by Lincoln Speedway, will not be permitted.
- e) All cars should be equipped and/or be capable of being equipped with a transponder (for lap scoring). Transponders shall be located in any area specified by Lincoln Speedway officials. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted.
- f) Competitors will be required to receive and use “one-way radio communication” from Lincoln Speedway officials. This communication will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart. Drivers must always have their one-way radio turned on when on the racetrack for any reason.
- g) Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver’s person will not be permitted. **No watches of any kind are permitted to be worn by drivers at any time during competition.**
- h) Antennas will not be permitted in or attached to the race vehicle or carried by the Driver.
- i) All forms of a vehicle position system (GPS) will not be permitted. Only approved lap timing and/or lap time recording devices (transponders) will be permitted.
- j) Gauges to monitor engine conditions are permitted at the discretion of Lincoln Speedway officials.
- k) All electric gauges, whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
- l) Electronic Dash Modules will not be allowed.
- m) All additional wiring harnesses related to Electronic Dash Modules or any other type of data acquisition must be completely removed from the race vehicle during an event.
- n) No drones or electronic aircraft are allowed unless approved by Lincoln Speedway.

L) Product Approval Policy

Any new parts, configurations, body designs, frame designs and/or components of any type not addressed in this publication and utilized in competition must be approved by Lincoln Speedway officials prior to being introduced into competition. Any manufacturer seeking approval of parts or components must contact Lincoln Speedway management for the approval process. The manufacturer will be notified of the decision. Submitted part(s) may not be introduced into competition prior to Lincoln Speedway Approval Notification.