



2025 TRACK RULES

**General Track Rules
410 Sprint Car Rules and Specs
358 Sprint Rules and Specs
Push Truck Rules**

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RULE BOOK DISCLAIMER

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

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

Please note changes for 2025 season will be in red, bold, italicized font.

Please see Wavier and Release Form at end of rule book.

GENERAL RULES

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

Only race cars, official equipment and one (1) authorized vehicle per racing car are permitted in the pits during the running of the races. 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.

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

Relief And/or Driver Changes - Any relief drivers and/or driver changes must be approved by the officials. Drivers are responsible for notifying the Handicapper of any change. Drivers may qualify more than one car but only by doing so through the consolation race. However, when a driver takes the green flag to qualify a second car, the first car that he qualified is automatically disqualified. Car and driver must be qualified to be in feature event. After any race's original green flag is dropped, no driver/car combination may be changed. In the event of a postponement of more than 24 hours, the driver is qualified and may drive any legal car.

BACKUP CARS: No backup cars allowed after taking a competition green at Lincoln Points events. The backup car will start at the rear of next scheduled event qualified for. A backup car does not have to be part of a team's original equipment. However, the backup car cannot have already been entered in the event. Once a car has been withdrawn from an event, that car will not be allowed to be re-entered to competition during that event.

Participants (owners, drivers, mechanics, pit-people, agents, etc.) - Pedestrian traffic to the infield pit area enters through the second turn only. When entering into an event, participants are not deemed employees of Sel-Wil, Inc. but are independent contractors and as such shall assume and take all the responsibility for charges, premiums and taxes, if any, payable on any funds or prize money they may receive as a result of their participation in any speedway event. Drivers or owners must pick up their own prize money. An owner or driver may designate someone to pick up the prize money. All prize money earned by individual teams will be credited to the owner, unless the speedway is notified in writing otherwise. Social Security or Corporate numbers must be presented to the speedway office. Payoff will be available for 30 minutes following the checkered flag on the final event. All prize money not picked up on race night must be picked up at office on a future race night.

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

GENERAL RULES

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

Handicapping - Cars and drivers that have not registered one-half hour before the official starting time will be placed to the rear of heat or consolation event. The first three racing programs of the season for 410 Sprints and 358 Sprints will have the heat and feature line-up determined by the draw unless those events are lined up by time trials. 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.

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).

If an alternate starter is needed to fill the field when two (2) consolations are run, heat and consolation finishes will be used to determine the alternate starter. If there is a tie, a coin toss will be used to break the tie. Sel-Wil, Inc. and/or the officials have the option to determine the line-up by either time trials or by the order of finish in qualifying events.

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.

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.

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

Feature events, unless announced differently, will be for the following distances: Sprints - 30 laps; 358 Sprints - 20 laps.

GENERAL RULES

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

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

All cars must be pre-staged in the staging area for all events or they will be penalized to the rear of that event. Once the starting line-up is given, the pace car will be sent onto the speedway with the cars scheduled for that event. ***Anyone passing the pace car can be fined \$250 dollars or more.***

At the start of the 410 Sprint feature, cars will be pushed onto the track from turn three and lined up beginning in the second turn area. When cars are called to the track a horn will sound signifying eight minutes to stage on the track. Cars must be pushed back from their pit and waiting on a push vehicle prior to the end of the eight minute period or they lose their starting spot. Teams will also hear a double horn signifying that four minutes remain. The listed alternate must be pre-staged and will be sent onto the track by an official. Four wheelers may be used to push cars onto the track surface.

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

Drivers are not to accelerate to full speed until the front row reaches the white line in turns 3 and 4. The green flag will be displayed at any point after the lead cars reach the original start cone. It is the race leader(s) responsibility to start the race at the designated starting point. The pole position driver sets the pace with the front row to reach the start line together. In the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be issued a warning. A second infraction will result in both cars moving to the second row. Failure to acknowledge and comply with the "move back" signal may result in being parked for that race. Any car passing or racing before the front row reaches the white line will be penalized two (2) positions for each car jumped. All cars must be nose to tail within the tracks of the car in front of them until the leaders reach the starting line. Those not in line or passing before the green flag is displayed will be penalized a minimum of two (2) positions.

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

If the field completes the first lap under the green, the first lap shall be scored, and any subsequent yellow flags shall result in the cars lining up single file. Any cars not completing the lap, in which the yellow is displayed, shall be considered involved in the accident and placed at the rear of the field. Any car stopping under a yellow flag condition for safety reasons, may be placed in their designated restart position at the discretion of race officials. Any car that does a 360 spin will bring out the yellow flag and be sent to the rear. If there is an inadvertent caution period, speedway officials will determine the placement of the car(s) involved.

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 re-entering the race after going to the pit/work area will be positioned in the order of their last scored lap at the rear of the field behind the cars that stayed on the track and cars that are on the same lap as they are. 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 same lap car that took the aforementioned restart green

GENERAL RULES

flag. If a car remains in the work area it can re-enter during any ensuing race stoppage, lining up behind any cars that are on the same lap as said car that is re-entering.

Except for extenuating circumstances drivers must remain seated in their car unless released by a Lincoln Speedway official on the track under caution. If a driver leaves the car without prior consent, it could result in relinquishing their earnings for the event.

On single file restarts the green will be displayed when the lead car accelerates any time after the original start cone and before the restart cone. Leader cannot change lanes after entering turn 3. Cars can be penalized if they accelerate before the start cone. In a single file restart, cars must be in a nose to tail formation, not to either side of the cars ahead or behind. Any car not in a nose to tail formation will be subject to jumping penalties. All restarts will take place at the orange cone. It is the race leader's responsibility to start the race at the designated starting point. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped.

On single file restarts, all cars must pass between the cone and the outside wall in single file order. Any car that passes another car before the cone knocks the cone over or goes to the inside of the cone will be penalized two (2) positions at the next restart or at the end of the race if there are no restarts. No car that is 2 or more laps down will be permitted to rejoin to race from the pit area.

All scoring will be done at the finish line. In case of a yellow flag situation, cars that have passed the finish line under the green flag condition will be scored on that lap. All remaining cars will revert back to the last completed lap. This eliminates the need to race through an accident and back to the start line.

On restarts, lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running and will lose a lap to all cars on the lead lap. Any car attempting to improve his position while running under the yellow flag will be returned to his rightful running position and faces a possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty. Cars stopping on the track during the yellow flag, unless stopping to avoid an emergency vehicle will be placed to the rear of the field.

Red Flag and Fuel Stops

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

A FUEL stop will occur after seventy (70) yellow and green laps have been run in any one event. During a red flag situation, the starter will make a determination if pit crew members are permitted onto the track at the car for refueling or adjusting purposes. If crew members are permitted onto the track, approximately five crew members are permitted at the car. Crew members may work on the car only with tools that can be carried by hand. There will be no tire or wheel changes. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five minutes, red flag stops will end, and the car will be pushed off when the track is clear. Once the field is ordered to resume racing, a maximum of three pace laps will be run. If a car is not moving at the end of the three-lap period, the car will be put to the rear of the field.

GENERAL RULES

During the 410 & 358 sprint features, when the yellow flag is displayed a two (2) minute period will be permitted for the repairs of any race damage. (This does not allow for refueling or changing of tire that is not flat.) The time will begin once the car has reached the designated work area. No driver will be granted an additional two minutes in the work area on the same lap unless they are involved in an additional incident involving race damage. Anyone drawing an intentional caution, as determined by the officials, will be disqualified. The car will rejoin the field at the tail of the lap it is on. After the completion of halfway of the race the two-minute period will no longer be in effect. The designated work area is your pit area. The designated work area will be perpendicular to that driver's hauler only. Any car nosed into its hauler during competition will be presumed retired. No car will be permitted to restart any events with a flat tire.

The top five finishing cars at the end of an event must report directly to the scales after or be disqualified, unless instructed differently by an official. Teams must have 2 crew members at the scale to push their car on and off the scale.

When a car is scratched from an event the car cannot re-enter that event. Only the driver can scratch a car from an event.

Any driver that exits the race vehicle on the race surface without permission under a controlled period will be subject to disqualification for the remainder of the racing program.

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

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

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

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

Any member and/or participant that attempts to and/or does physically abuse any event official, including pushing, punching, touching, grabbing and/or grabbing the official's equipment, etc., will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Lincoln Speedway officials.

Any member and/or participant that verbally abuses any event official will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Lincoln Speedway officials.

Unsportsmanlike conduct or participating in any action or activity considered detrimental to Lincoln Speedway shall be grounds for disqualification and/or punitive action by Lincoln Speedway officials.

Any member and/or participant that goes into another competitor's pit area and/or to another competitor's car and becomes involved in any type of altercation will be subject to penalty and/or disqualification and/or fine and/or

GENERAL RULES

suspension and/or legal action and/or any other action deemed appropriate by Lincoln Speedway officials. Any member and/or participant involved in an altercation that results in physical contact will be subject to penalty and/or disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by Lincoln Speedway officials.

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

Protests

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

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

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

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

Points

All scheduled sprint car races at Lincoln Speedway unless otherwise stated, are point races. The following points are awarded for order of finish in the feature races: (1) 300, (2) 250, (3) 220, (4) 200, (5) 180, (6) 170, (7) 160, (8) 150, (9) 140, (10) 130, (11) 120, (12) 110, (13) 100, (14) 90, (15) 85, (16) 80, (17) 75, (18) 70, (19) 65 (20-24) 50.

Also, every driver who takes a green flag receives fifty (50) appearance points.

(Twin and Triple 20's evenings will be treated, as one 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. All scheduled 410 Sprint Car races at Lincoln Speedway are Lincoln point races up to and including October 18, 2025.

All scheduled 358 Sprint Car races at Lincoln Speedway are Lincoln point races up to and including October 18, 2025.

A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four

SPRINT CAR RULES

(4) racing wheels. No rear engine cars or aluminum frames allowed. Driver's compartment shall be separate from the engine by a firewall of suitable material.

All cars must weigh a minimum of 1,425 pounds with driver following the completion of any event. ***Bolt-on weight will be permitted. Weight pieces must be mounted and fastened to the frame and/or chassis in a secure manner. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8" diameter grade 8 or better bolt minimum. Weight pieces weighing more than 15 lbs. must be bolted using at least two 3/8" diameter grade 8 or better bolts minimum. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles and no higher than the upper rails. All bolt-on weight must be painted white. All bolt-on weight and mounting is subject to Lincoln approval. Loss of any bolt-on weight during competition shall result in disqualification from that event. Failure to follow any of the above restrictions and procedures may result in fines, disqualification and/or other penalties.*** Bolt on weight permitted but must be securely installed on the cars basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails. Weight cannot be added, moved, or replaced during yellow or red flag conditions. If a car fails to go directly to the scales when required to do so, that car will be disqualified.

BODIES

- a) Only Sprint style body panels, tails and hoods will be permitted.
- b) No side foils, rudders or panels are to extend beyond rear cage support bars on any side.
The left side paneling may extend to but not forward of the support bar.
- c) No body pieces to extend beyond or underneath front torsion tube, with the exception of the hood. No wedges or foils under car.
- d) All cars will be required to run a full sprint appearing hood. Hood must extend to front torsion tubes. While the hood may be a multiple piece design, it must appear to be one continuous piece. Maximum outside hood width will be 30 inches.
- e) The driver's right-side opening must be a minimum 10-inch vertical opening at any point and a minimum 21-inch horizontal opening at any point.
- f) No Gurney lips or turnouts are permitted on any body panels.
- g) Side body panel designs or concave surfaces that, in the sole discretion of track officials, are intended to trap, alter, or direct air flow for the purposes of gaining an aerodynamic performance advantage will not be permitted. Any body or chassis design subject to the approval of track officials prior to use.
- h) 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 creating 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.
- i) ***Elbows on the exhaust after the header tube enters the collector, will not be allowed in 2025. All exhaust must exit toward the rear of the car. At the discretion of 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).***

SPRINT CAR RULES

CHASSIS/FRAME

- a) The top of the roll cage shall have a maximum outside width of 29.5 inches.
- b) The cockpit horizontal middle frame bar will have a maximum outside width of **32** inches.
- c) The bottom frame rail will have a maximum outside width of 26-1/2 inches
- d) 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.
- e) A maximum 1-1/2 inch-wide by 20-inch-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.
- f) 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.
- g) No roadster type chassis permitted. The engine must be directly in front of the driver who must straddle the driveline.
- h) Chassis should be provided with a minimum of **4** mounting points to securely mount the seat as specified by seat and chassis manufacturers.
- i) Drag links must utilize 4130 steel of at least one inch in diameter and a minimum wall thickness of .058 inch. Tie rods and Heim joints must be made of steel only. A magnet must stick at all times. No wedging of the tubing will be permitted. (Highly Recommended) Drag links must be tethered to the frame with nylon webbing of at least 1-inch width.
- j) Hollow or drilled bolts, fasteners or Heim joints are prohibited.
- k) Front axles must be made of steel only. The minimum front axle size will be 2 3/8 diameter x .095-inch material thickness.
- l) The front bumper may not extend more than 8 inches from the frame or 23-1/2 from the center of the front axle to the front of front bumper.
- m) Elliptical tubing cannot be used on or as a part of the main rail structure.
- n) Floor pans must be constructed of steel, aluminum, or carbon fiber.
- o) Minimum wheelbase of 83 inches, maximum wheelbase 90 inches.
- p) No front anti-roll torsion bar assembly (sway bar) permitted.
- q) All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065-inch steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet test. The rear cross member used for mounting the steel driveline hoop must be constructed of .083-inch steel.
- r) 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. (Highly Recommended) Left and Right Nerf Bars. All left and right side nerf bars must attach to the chassis at 3 points. Two-point side nerf hoops will no longer be allowed under World of Outlaws Rules. ***Left and Right Nerf Bars. All left and right side nerf bars must attach to the chassis at 3 points. Bumpers must be a minimum of 1.00" in diameter and tubing to have a minimum material thickness of .065" and maximum material thickness of .095". Only magnetic steel front axles are allowed. No front anti-roll bars are allowed. The minimum front axle size will be 2 3/8 diameter x .095 inch material thickness, 2 1/4" diameter x .120" material thickness, 2 1/2" diameter x .095" material thickness, larger material thickness may be approved at the discretion of Lincoln Officials.***
- s) Wings, bumpers and nerf bars must be fastened with bolts/nuts, hitch pins or roll pins only.

SPRINT CAR RULES

- t) The only device adjustable from the driver's cockpit or drivers reach will be one top wing slider mechanism. Said slider is to be one dimensional and allow for forward and backward movement only.
- u) Slip joints (tubing) will no longer be allowed in any form in the chassis construction. Bolted or clamped slip joints will no longer be allowed. If a current chassis has a slip joint, it will have to be welded the full circumference of the tube to become solid. Slip tubing is not allowed in the chassis construction. This includes safety bars. The following measurements are minimums. Only those areas indicated will be subject to technical inspections.
Suggested material: 4130 normalized

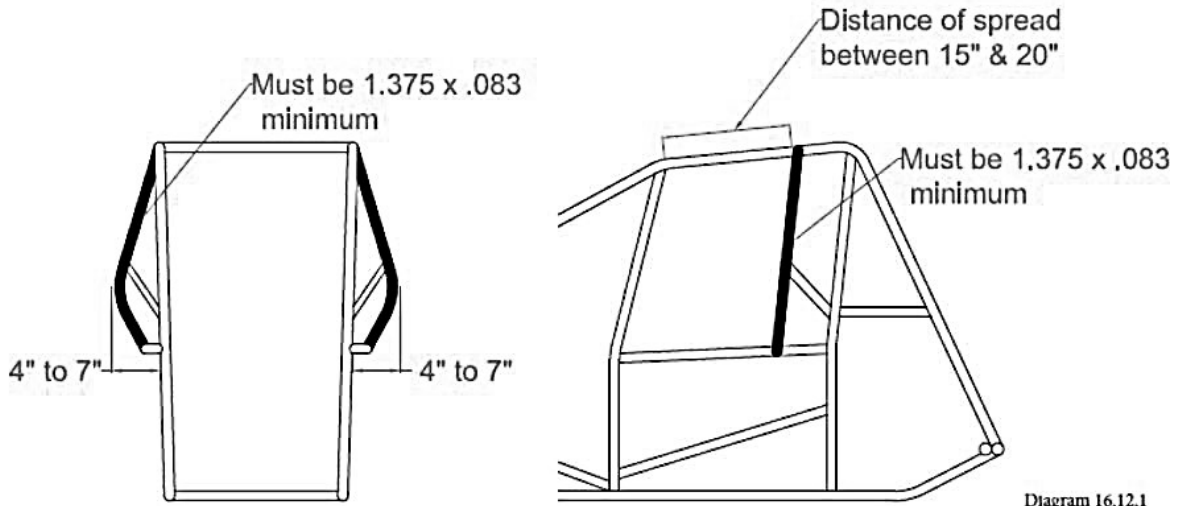
Top Rails	1-1/2" x .095"
Bottom Rails	1-3/8" x .095" or 1-1/2 x .083"
Roll cage Uprights	1-3/8" x .083"
Roll Cage Top Cross Members	1-1/2" x .095"
Upper Rails	1-3/8" x .083"
Rear End Safety Bar	1" x .083"
Brace	1-1/4" x .065"

Chassis support bars: In 2020 all chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area and will be mandated by July 27 for the 410 division and 2020 for the 358 division. The new support bars must be an addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be tolerated or allowed at the discretion of Lincoln Speedway Officials. The left and right-side support bar do not have to be the same. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material. Left and right-side support bars may be one of the three designs below. Left and right-side support bars do not have to be the same design. Right side boy opening shall remain the same 10 vertical inches and 21 horizontal inches. The left side paneling may extend to but not forward of the support bar. The use of the left side arm guard as part of the paneling is acceptable as long as it or any other part of the paneling does not prevent left side driver entry or exit at the discretion of officials. Left and right-side support bars may be one of the three options:

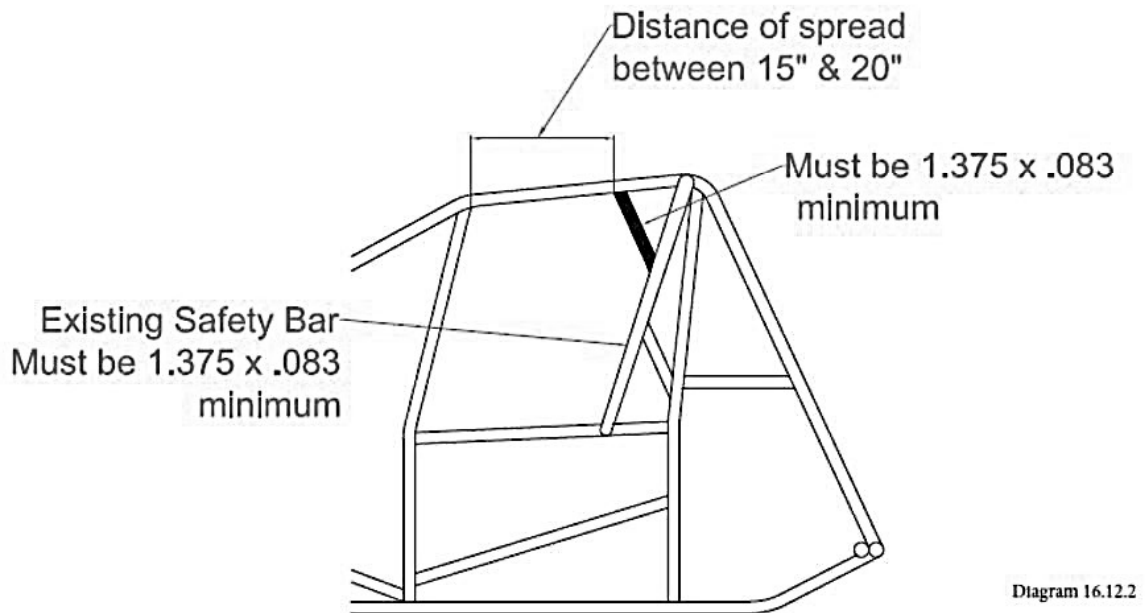
1. Support bar may be designed similar to what was known as a "safety bar." It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear upright tube to the outside of the support bar. See Diagram #16.12.1
2. Existing chassis with a left side support bar installed (formerly called a safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" 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 diagram #16.12.2
3. A support bar may be added to the top rail at a point 15" to 20" 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" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fit. See diagram #16.12.3

SPRINT CAR RULES

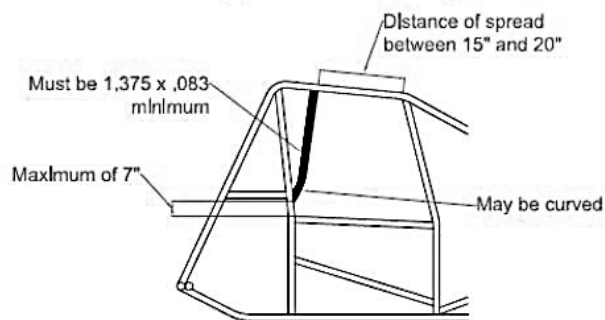
#1 Support Bar



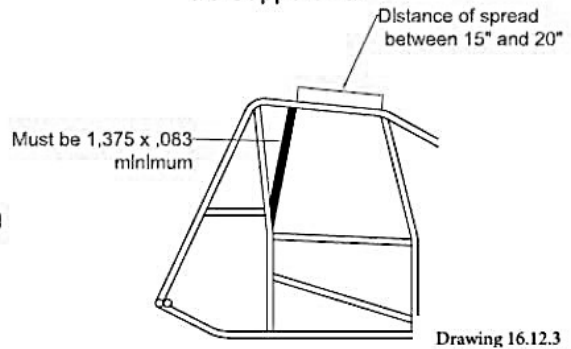
#2 Support Bar



#3 Support Bar Curved Option

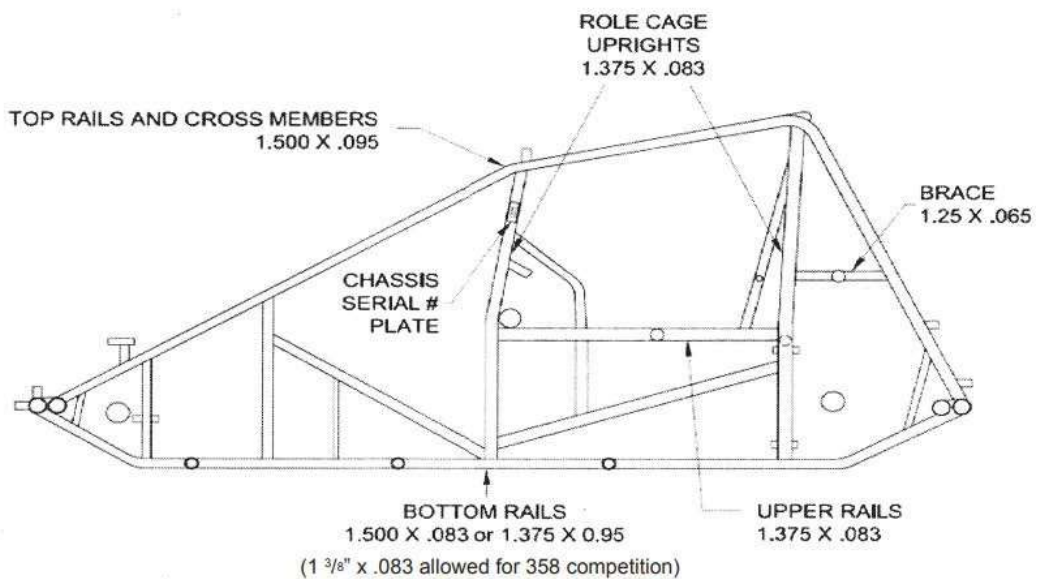


#3 Support Bar



SPRINT CAR RULES

Sprint Car Chassis Spec



ALL TUBING SIZES ARE MINIMUMS
SUGGESTED MATERIAL:
4130 NORMALIZED

SPRINT CAR RULES

- v) All seat belt mounting brackets must be fabricated from magnetic steel. Aluminum and/or any other materials will not be permitted.
- w) Shock Absorbers— Only conventional and thru-rod style shock absorbers will be permitted. Any new style shock not in use prior to January 1, 2015 must be approved prior to being placed into competition. The currently approved thru-rod style shock is Penske PS-7700T.
- x) No carbon fiber parts, excluding torque tubes and brake rotors, will be allowed in the suspension (includes radius rods), steering components, or drive line.
- y) Radius Rods: 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. (Highly Recommended) LF radius rod should be made of 4130 steel with magnetic steel rod end.

ENGINES & HEADS

- a) V8, cam in block, small block motors only. Big block motors prohibited.
- b) Maximum engine capacity of 410.000 cubic inches. No tolerance.
- c) Front magneto/distributor drive blocks are prohibited. Only cast blocks and heads permitted. No billet machined blocks or heads.
- d) Only normally aspirated motors are permitted. No turbos, superchargers or forced induction of any description will be permitted.
- a) All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder. Magneto ignitions only. No multiple coil-pack ignitions allowed. Cylinder bore size shall not exceed 4.165. ***The ignition system may be triggered by no more than two triggers with only a single two way switch to alternate current between the triggers (examples, one magneto and one crank trigger or two crank triggers). Three way switches will not be allowed.***
- b) Only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.
- c) No titanium headers, crankshafts, rods, or rod caps will be permitted. Stainless steel headers permitted.
- d) Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan or pan must be pulled for inspection.
- e) Maximum throttle bore as measured at the butterfly may not exceed 3.000 inches diameter. Only butterfly and shaft throttle body styles with circular bores are permitted. No carbon fiber intake manifolds, cylinder sleeves, oil pans, injector stacks or injectors allowed. The engine shall not exceed 410 cubic inches. A random cylinder will be pumped to verify the cubic inch limit. Double overhead cam engines, Dart or Buick heads are not permitted. No turbine driven, turbos or blowers, and no offset motors are allowed.
- f) Traction control devices are strictly prohibited.
- g) The use of electronic logic processors (this includes traction control devices) to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which intended use is computer downloading, is strictly prohibited. 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. (Exception: electronic or digital bleeders will be permitted but cannot be remotely controlled.)

2-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or to the driver's person will not be permitted (including cellphones or smart watches). Antennas will not be permitted in or attached to the race vehicle or carried by the driver. All forms of a vehicle position system (GPS) will not

SPRINT CAR RULES

be permitted. Only approved lap timing and/or lap time recording devices (transponders) will be permitted. Gauges to monitor engine conditions are permitted at the discretion of officials. All electric gauges whether analog or digital, except tachometers, will only be permitted. Tachometers will be permitted to record engine RPM for recall. Electronic Dash Modules will not be allowed. 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.

- l.) 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.
- m.) The following Xtreme 30 Spark controllers from Xtreme Products have been approved for competition: Xtreme 30 Short-2 and Xtreme 30 Long-2

TIRES & WHEELS

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 designated tire(s) will be available in the following compounds:

Front
85/8.0-15 D12, D15, D20
Right Rear:
D15A
Medium
Left Rear:
D12A

The Hoosier H-R 15 right rear tire is discontinued and no longer permitted for competition.

Maximum wheel diameter is 15 inches. Right rear wheel maximum is 18 inches and left rear maximum is 15.25 inches. No plastic or carbon fiber wheels permitted. Only steel, wheel cover fasteners will be allowed.

Wheel covers: it is highly 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 having a minimum of 5 attachment points may continue to use steel dzus fasteners. Said dzus fasteners must be made of steel only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system.

Tire Penalty for regular events:

If a tire is found illegal after lab testing the following will take effect:

- Driver/car owner pays for the cost of the lab work and testing. A lab of the track's choice will perform test and results are final and cannot be appealed.
- Driver/car owner pays back their purse money for the date of the event
- \$2,000 fine must be paid before competing again at Williams Grove, Lincoln, Port Royal or BAPS. \$1,000 must be paid to York County Racing Club Injured Driver's Fund and \$1,000 the Eastern Museum of Motor Racing.
- Loss of points for event.
- Suspension from competing at Williams Grove, 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)

SPRINT CAR RULES

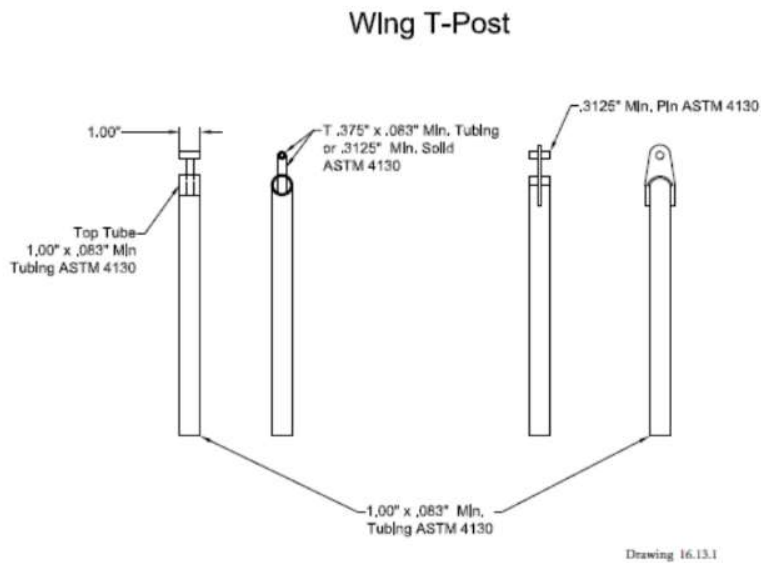
FUEL & TANKS

- a) No fuel additives, including but not limited to, nitro, nitro methane or nitrous oxide injection are permitted. Only pure methanol or other approved fuels may be used.
- b) A fuel cell with a bladder and foam must be used. These cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic.
- c) ***Fuel bladders. Bladders that meet SFI 28.4 will be highly recommended for 2025 and mandatory for 2026. Manufacturers are working on solutions to identify a bladder that is certified after it is mounted inside the shell.***

TOP WING

- a) Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90-degree angles with no variance allowed. Center foil top is to be flat from front to back and side to side. ***The center foil top must start being flat within 6" from the center foil's front leading edge***
- b) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) ***A maximum 1.5" removable wicker bill*** may be mounted on the rear edge of the center foil. ***(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.)*** Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- a) The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
- b) Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- c) No foils or rudders will be permitted anywhere on the top wing.
- d) Wing T-post (Highly Recommended) Wing T-post 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. Some approved design drawings are below.

SPRINT CAR RULES



FRONT WING

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) A maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be permitted.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts permitted on or in foil structure. No rudders or fins allowed.
- j) The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 1 1/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8-inch measurement ensures that the belly/ curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

SPRINT CAR RULES

SIDE BOARD PANELS

- a) All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round, or oval metal braces not exceeding 1 inch in width may be used. No adjustable bracing allowed.
- b) No aero elliptical brace material permitted.
- c) No brace or support shall resemble a wicker bill or a split wing.
- d) Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

FRONT

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

TOP

- a) Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.
- b) Panels must be of one-piece construction.
- c) Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

PERSONAL SAFETY EQUIPMENT GENERAL

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

SEAT BELTS

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

PROTECTIVE CLOTHING

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

SPRINT CAR RULES

The following specifications on Seats, Front Axles and Torsion Arm Stops have been adopted by the World of Outlaws and are highly recommended for Sprint Cars competing at Lincoln Speedway.

SEATS

- A.) Aluminum and/or carbon fiber-type seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer. All seats must be installed and used in accordance with the manufacture instructions. Only the following seats have currently been approved for competition.
- a. Butlerbuilt – Advantage, EZ Series, BBP-1308-02 ProSprint
 - b. The Joie of Seating – SPR01, Full Custom, DL-SS-2014 Sprint Custom
 - c. Richardson – R39, R39 Deluxe
 - d. Fiberworks – SCS
 - e. Kirkey – 69, 69 Sprint, 79, 79 Sprint, 89
 - f. Ultrashield – VS Halo – 72000, 720000, 75000 and 8000 Series
 - g. RaceTech Sprint
- B.) The driver's left side head rest / helmet surround, must extend at least 4"-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.
- C.) An approved driver's cockpit net is mandatory for the left side if the Helmet head rest/ helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications. The following nets have been approved for competition.
- a. Safety Solutions (Sprint Car Net)
 - b. Simpson DN-SPR
 - c. Speedway 91073
- D.) A right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.
- E.) All spacers must match the curve of the tubing. No flat surfaced spacers may be against curved tubing.***

SPRINT CAR RULES

FRONT AXLES

- A.) The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran[®] HS V-12, or Dymema 12 tethers attached to the chassis.
- B.) Tether system shall include a “king pin to king pin” tether that will attach to the axle clamp/band.
- C.) The tether cable should be installed using the manufacture’s provided fasteners.
- D.) Tethers of any type must be installed and used in accordance with the manufacturer’s instructions.

The following tether(s) have been approved for competition.

- a. Butlerbuilt BBP 4922-225 – 2-1/4” axle diameter
- b. Butlerbuilt BBP 4922-225 – 2-3/8” axle diameter
- c. Butlerbuilt BBP 4922-225 – 2-1/2” axle diameter
- d. C & R Racing Sprint Car Front Axle Tether System

Radius Rod Tethers Part Numbers CRA – 102 – 255 – A

CRA – 102 – 265 – A CRA – 102 – 27 – A CRA – 102 – 275 – A CRA – 102 – 28 – A

King Pin Tethers CRA – 103 – 53 – A CRA – 103 – 54 – A CRA – 103 – 55 – A

Butlerbuilt BBP-4924

World of Outlaws will mandate for 2020 that all axle tether systems must clamp to or wrap around the axle per the manufacturer’s instructions.

Rear Axles

A.) Ultra light rear axle will be discouraged for 2025 and not allowed in 2026. In 2026 rear axle inside diameter maximum will be 1.8750”.

TORSION ARM STOPS

On both sides of the front torsion bar. 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. The following Torsion Arm Stop(s) have been approved for competition.

- a) Moose Block 1200 Retainer Kit
- b) All Star Performance All Star 10730 Retainer
- c) Maring Safety Retainer
- d) Butlerbuilt Mandrel
- e) KKR grove and clip
- f) Kaeding Clip
- g) DMI – T-REX (Torsion Restraint Express System)
- h) Schroeder Part number “BARS” (for Schroeder bars with relief in ends)
- i) Schroeder Part Number: “RWLAR” (Wedge Lock)

Torsion arm stops must be installed and used in accordance with the manufacturer’s instructions.

SPRINT CAR RULES

HELMETS

- a) All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/ or a valid SFI 31.1/2005 label.
- b) The driver should wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- c) If a head and neck restraint system is connected it should conform to the manufactures mounting instructions.
- d) Head and Neck restraints are strongly recommended.

OTHER STRONGLY RECOMMENDED

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

A fire suppression system that meets the SFI 17.3 specification must installed and functional in all race cars at all times when competing with the World of Outlaws Sprint Car Series.

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 drivers 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 DOT approved cylinder manufactured of aluminum or steel must be securely mounted to the frame per the manufacturer's instructions and the discretion of the World of Outlaws Sprint Car 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 Outlaws Sprint Car Series Officials. Cylinders that are beyond useful certification date must be inspected, serviced and re-labeled by the manufacture.

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.

The QRP C2L Birdcage will not be legal for Lincoln Speedway competition. The consensus is this is a part that will increase cost without much benefit and will be another part that is needed to watch over and adjust.

SPRINT CAR RULES

CHASSIS

Chassis and Body rules the same as 410 rules (starting on page 10) with following exceptions:

1. Minimum weight of 1550 pounds with driver.
2. Bottom frame rail of 1 3/8" x .083 allowed for 358 competition.
3. No carbon fiber floor pans, torque tubes or brake rotors.

ENGINES

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

*Any cast iron block V-8 engines only of 358 cubic inch maximum displacement with a maximum stroke of 3-1/2 inches. Flat top pistons only, no domes or dishes. Zero deck height. Maximum compression ratio of 10.80:1 as measured by Whistler gauge. Cast iron heads and Aluminum heads of stock configuration allowed. No canted or splayed valve heads allowed (valves must be in line). Manufacturers name and part numbers must remain legible at all times on steel and aluminum heads. Stock OEM valve guide angle - all Chevrolet OEM heads, Chevrolet aftermarket heads and Aluminum heads must have a 23 degree valve guide angle, plus or minus 1 degree. Milling of heads permitted. All 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. All Mopar heads must have a 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. 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. 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. No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder. Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited. 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. No multiple coil-pack ignitions allowed. No titanium crankshafts, steel connecting rods only. There must be an inspection plug in the oil pan using either a #12AN fitting or a one-inch pipe plug. If car is to be inspected and there is no inspection plug, oil pan removal will be required for inspection. 358 Sprint must weigh 1550 pounds with driver and will be evaluated throughout the season. Additional bolt-on weight will be permitted. Weight pieces must be mounted and fastened to the frame and/or chassis in a secure manner. Weight pieces weighing 15 lbs. or less must be bolted using at least one 3/8" diameter grade 8 or better bolt minimum. Weight pieces weighing more than 15 lbs. must be bolted using at least two 3/8" diameter grade 8 or better bolts minimum. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles and no higher than the upper rails. All bolt-on weight must be painted white. All bolt-on weight and mounting is subject to Lincoln approval. Loss of any bolt on weight during competition shall result in disqualification from that event. Failure to follow any of the above restrictions and procedures may result in fines, disqualification and/or other penalties. Weight and engine specs will be evaluated on a ongoing basis to determine changes to the rules.*

SPRINT CAR RULES

6. No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.
7. Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.
8. No titanium crankshafts. Steel rods only. There must be a 3/4-inch inspection hole in the left side of the oil pan opposite the number one rod journal or the oil pan will be removed for inspection purposes.

FRONT WING

Maximum size to be 6 square feet total with a maximum width of 36 inches. Side Panel maximum size is 12 inches x 26 inches with a 1/2-inch maximum turnout at 90 degrees from panel and must be mounted 90 degrees to foil. A 2-inch wickerbill permitted. Center foil must be square or rectangle in shape with all four corners of foil 90 degrees. Maximum distance from the center foil front edge to the front edge of the front axle may not exceed 20 inches.

TOP WING

There are two choices for top wings. A competitor may use the 25 square foot top wing as specified in the 410 rules with a maximum 2-inch wickerbill or the 16 square foot wing described below. ***The center foil top must start being flat within 6" from the center foil's front leading edge.*** A competitor must use the same size wing for an entire racing program including all qualifying events and feature.

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

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

The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only. No car will be allowed to compete without a top wing. Wings cannot be replaced on track during a red flag or in work area. Car must go to the pit area to replace either wing. Wings must be fabricated of metal alloy only. No Fiberglass, plastic, or carbon fiber. (Except for 6-inch maximum cover on leading edge of foil). No part of a wing can mount past outside edge of the tire.

TIRES & WHEELS, FUEL & TANKS, PERSONAL SAFETY EQUIPMENT, SEAT BELTS, PROTECTIVE CLOTHING, SEATS, FRONT AXLES, TORSION ARM STOPS,

HELMETS AND RECOMMENDED SAFETY sections are the same as the 410 Sprint rules, starting on page 23.

SPRINT CAR RULES

MISCELLANEOUS

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

CONDUCT DETRIMENTAL TO LINCOLN SPEEDWAY

Conduct detrimental to Lincoln Speedway — 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. Depending on the severity, penalties may include multiple suspensions, fines up to \$1000.00 or other disciplinary actions as determined by Lincoln Speedway Management. All fines will be donated to injured drivers. Other penalties may be applied depending on the specific situation. All other rules will be track rules and will be discussed at driver's meeting. Car owner and driver are responsible for the conduct of all persons connected with the team. Drivers & teams are responsible for conduct regarding social media towards the Lincoln Speedway, track officials, and/or divisions. Actions can result in possible fine, suspension, point loss, and/or probation and will be determined by management. In the event of a discussion with a team regarding a possible rule violation, that discussion will be carried out IN THE TEAM'S TRAILER with the car owner, driver and, if necessary, the crew chief ONLY – no other crew members or persons will be permitted. If any other person(s) attempt to interfere with the discussion, the track official(s) will conclude the discussion and render a decision with regard to disqualification. Any feature event will be considered an official race after the half-way point is reached.

The following Wavier and Release form is to be signed by everyone entering the pit area.

RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT

DESCRIPTION AND LOCATION OF SCHEDULED EVENT(S)

DATE RELEASE SIGNED

IN CONSIDERATION of being permitted to compete, officiate, observe, work, or participate in any way in the EVENT(S) or being permitted to enter for any purpose any RESTRICTED AREA (defined as any area requiring special authorization, credentials, or permission to enter or any area to which admission by the general public is restricted or prohibited), EACH OF THE UNDERSIGNED, for himself, his personal representatives, heirs, and next of kin:

1. Acknowledges, agrees, and represents that he has or will immediately upon entering any of such RESTRICTED AREAS, and will continuously thereafter, inspect the RESTRICTED AREAS which he enters, and he further agrees and warrants that, if at any time, he is in or about RESTRICTED AREAS and he feels anything to be unsafe, he will immediately advise the officials of such and if necessary will leave the RESTRICTED AREAS and/or refuse to participate further in the EVENT(S).
2. HEREBY RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, sponsors, advertisers, owners and leasees of premises used to conduct the EVENT(S), premises and event inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the premises or EVENT(S) and each of them, their directors, officers, agents, employees, representatives, owners, members, affiliates, successors and assigns all for the purposes herein referred to as "Releasees," FROM ALL LIABILITY TO THE UNDERSIGNED, his personal representatives, assigns, heirs, and next of kin FOR ANY AND ALL LOSS OR DAMAGE, AND ANY CLAIM OR DEMANDS THEREFOR ON ACCOUNT OF INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH OF THE UNDERSIGNED ARISING OUT OF OR RELATED TO THE EVENT(S), WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
3. HEREBY AGREES TO INDEMNIFY AND SAVE AND HOLD HARMLESS the Releasees and each of them FROM ANY LOSS, LIABILITY, DAMAGE, OR COST they may incur arising out of or related to the UNDERSIGNED'S INJURY OR DEATH, WHETHER CAUSED BY THE NEGLIGENCE OF THE RELEASEES OR OTHERWISE.
4. HEREBY ASSUMES FULL RESPONSIBILITY FOR ANY RISK OF BODILY INJURY, DEATH OR PROPERTY DAMAGE arising out of or related to the EVENT(S) whether caused by the NEGLIGENCE OF RELEASEES or otherwise.
5. HEREBY acknowledges that THE ACTIVITIES OF THE EVENT(S) ARE VERY DANGEROUS and involve the risk of serious injury and/or death and/or property damage. Each of THE UNDERSIGNED, also expressly acknowledges that INJURIES RECEIVED MAY BE COMPOUNDED OR INCREASED BY NEGLIGENT RESCUE OPERATIONS OR PROCEDURES OF THE RELEASEES.
6. HEREBY agrees that this Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement extends to all acts of negligence by the Releasees, INCLUDING NEGLIGENT RESCUE OPERATIONS and is intended to be as broad and inclusive as is permitted by the laws of the State or Province in which the Event(s) is/are conducted and that if any portion thereof is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect.

I HAVE READ THIS RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW.

ALL SECTIONS MUST BE COMPLETED.

PRINT NAME HERE	SIGN NAME HERE	DUTIES
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	
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	I HAVE READ THIS RELEASE	
	I HAVE READ THIS RELEASE	

PUSH TRUCK AND WRECKERS

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

SHOW. By signing the weekly release, it is interpreted that you have read and understand these rules and regulations.

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

PRINT AND SIGN BELOW TO VERIFY YOU HAVE READ THE RULES

Print Name: _____

Signature: _____

Date: _____