



**Sprint Car Specs
358 Sprint Specs
and
General Track Rules**

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 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 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 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 the officials. Their decision is final.

In the case of drivers who have been injured away from Williams Grove 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, Williams Grove 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. Williams Grove Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. In any such case, Williams Grove 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.

Children 15 and under must be accompanied by an adult when entering Williams Grove Speedway pit areas.

Any event sanctioned by an outside organization will be conducted under that sanctioning body rules. All rules enforced by Officials, Management and Security must be adhered to while on Williams Grove Speedway property.

******Please note changes for 2012 season will be highlighted in bold text.***

2012 410 SPRINT CAR SPECS

A sprint car is defined as a racing vehicle of single seat design, built up on a racing chassis and mounted on four (4) racing wheels. No rear engine cars or aluminum frames allowed. No boxed tubing frame rails. Driver's compartment shall be separated from the engine by a firewall of suitable material. All cars must weigh a minimum of 1,400 pounds with driver following the completion of any event. Bolt weight permitted but must be securely installed on the cars basic framework and must be located in the area between the bottom rails and axels but mounted no higher than upper rails. Height cannot be added, moved or replaced during yellow or red flag conditions. If car fails to go directly to the scales when required to do so, that car will be disqualified.

Bodies —

The body should give the appearance of completely covering the car's frame and should be fully painted.

All cars must run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on coil-over cars. The maximum outside hood width will be 30 inches. 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. The maximum depth of the ARC (belly) at the front of the nose-piece when measured from a perpendicular point across the flat plane on the top of the nose-piece will be 5.50 inches. Hoods are mandatory during racing.

One-piece tail and fuel tanks are allowed, but must be streamlined. No side foils, rudders or panels are to extend beyond rear cage on any side, no body pieces to extend beyond or underneath front torsion tube except hood. No Wedges or foils underneath racecar. Side body panel designs or concave surfaces that, in the sole discretion of the Williams Grove Speedway Officials, are intended to trap, alter or direct air flow for the purpose of gaining an aerodynamic performance advantage will not be permitted. ***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.*** 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 the Williams Grove Speedway Officials prior to being introduced to competition. No gurney lips or turnouts are allowed on any body panels.

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 ½ inches from the outside edge of the bottom frame rails.

A maximum 1 ½ 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. A 1"X4" turnout on forward cockpit L side panel for fume deflector.

2012 410 SPRINT CAR SPECS Continued

Bumpers, Nerf Bars & Front Axles —

No TITANIUM, only nerf bars and bumpers made of steel at least one-inch in diameter will be allowed. Nerf bars, which offer adequate protection in the event contact with another car, are mandatory. Nerf bars must be bolted or roll pinned to the vehicle.

No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past outside of tires. Maximum 8" front bumper or 23½ inches from the center of the front axle to front of bumper.

Rear bumper minimum thickness of .065".

Only steel front axles are allowed. Minimum sizes: 2" x .156, 2¼ x .120 or 2 3/8" x .095.

No front anti-roll bars are allowed.

Chassis —

Roll cage to be constructed to provide maximum protection. Gussets should be used in the driver's compartment. The roll cage must be constructed high enough to cover the driver's helmeted head. No elliptical tubing used on or as part of the main frame structure.

The driver's right side opening must be a minimum of 10 vertical inches and 21 horizontal inches at all point.

Maximum wheel base of 90 inches, minimum wheel base of 83 inches.

Floor pans must be either aluminum or steel.

All cars must utilize either a drive line strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 steel.

Drag links must utilize 4130 steel of at least 1" in diameter and a minimum wall thickness of .058. Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be allowed.

Drag link must be tethered to the frame.

NO Cockpit adjustables (Wing sliders exempt).

The top of the roll cage shall have a maximum outside width of 29 ½ inches.

The cockpit horizontal middle frame bar will have a maximum outside width of 27 inches.

The bottom frame rail will have a maximum outside width of 26 ½ inches.

Any frame manufactured with safety bars or arm guards that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guards and/or panels must not extend more than 7 inches from the outside edge of the middle frame rails and must remain above the middle frame rail.

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 ½ inches from the outside edge of the bottom frame rails.

A maximum of 1 ½ 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.

2012 410 SPRINT CAR SPECS Continued

Chassis Continued

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.

All seat belt mounting brackets must be fabricated from magnetic steel. Aluminum and/or any other materials will not be permitted.

Engines and Driveline —

Maximum engine size is 410 cubic inches and all engine cylinders must be machined from steel alloy only. Only (2) valves and (1) spark plug allowed per cylinder. Double overhead cam engines are not permitted. No turbine driven engines, turbos or superchargers and no offset engines are allowed. No direct drives, no big blocks and no computer operated or controlled parts such as fuel injections and fuel systems.

No titanium rods, rod caps, crankshafts or headers allowed. Connecting rods must be 100% steel. 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 will be removed for inspection.

The Brodix BD 2000 head and front mad drive block are illegal.

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 place in the injector.

Fuel and Cells —

Approved fuel bladders are required and there must be a solid cover over the bladder. Fuel tanks cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic.

No carbon fiber fuel tanks.

No fuel additives – including but not limited to nitro, nitro methane, or nitrous oxide injection – are allowed. Only pure methanol or other approved fuels may be used.

Miscellaneous —

No two-way radios or other means of electronic communications.

No mirrors of any kind may be used.

Drilling of any bolts, fasteners or heim ends is prohibited. No hollow fasteners allowed.

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. (Penalty: Loss of Driver/Owner points for the year and loss of earning for the event infraction was detected)

One way radios are mandatory at all times when you are on the track. Failure to comply will result in a penalty of two (2) weeks to the rear of the next two heat races.

2012 410 SPRINT CAR SPECS Continued

Tires and Wheels —

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

- Tire Change between events

Car to be placed at the rear of the starting line-up for the next race. Tire compound MAY BE CHANGED.

- All time trial programs will require teams to use the same tire for all qualifying events, but a new tire may be used for the feature. Tire compound MAY BE CHANGED for feature.

- One-time exemption

Each team will receive one exemption (WG sanctioned races) for a tire change occurring after a qualifying event. When taking this exemption, (a WG official must be notified prior to tire change). The same manufacturer and compound MUST BE USED.

- One tire per show rule is not in effect for day shows.
- Any brand tires allowed for front
- Goodyear tires are mandatory for left & right rear

	Size	Soft To Harder			
FRONTS		100	200	400	
Front	84.0/8.0 – 15	D2591	D2592	D2594	
REARS		G100	G200	G300	G400
LR	91.0/15-15	D3021	D3022	D3023	
LR	93.0/15.0 – 15	D3031	D3032	D3033	
LR	95.0/15.0 – 15	D3041	D3042	D3043	
LR	97.0/15.0 – 15	D3051	D3052	D3053	
RR	105.0/17.0 – 15	D3101	D3102	D3103	D3104

Maximum wheel diameter is 15 inches. Right rear wheel max. width is 18 inches and left rear max. is 15 inches. No plastic wheels. Wheel covers must be fastened securely. 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 'softner' 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 Williams Grove Official.

Wings —

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

2012 410 SPRINT CAR SPECS Continued

Wings Continued

- b) top is to be flat from front to back and side to side. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) Maximum 1” removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) 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.
- e) 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.
- f) No foils or rudders will be permitted anywhere on the top wing.

FRONT WING

- a) Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) A maximum 1” removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be permitted.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
- i) No moving parts permitted on or in foil structure. No rudders or fins allowed.
- j) The 5” section located at the rear of the front foil must not have a

2012 410 SPRINT CAR SPECS Continued

Wings Continued

- 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 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

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

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

TOP

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

Suggested Safety Equipment —

- A. Arm restraints
- B. Driving uniforms, flame retardant with a minimum of two layers. Underwear, head sock, gloves, foot socks and shoes should all be flame retardant.
- C. Driver's seat fume deflector/heat shield.

2012 410 SPRINT CAR SPECS

Suggested Safety Equipment Continued

- D. Fuel Shut-off Valve.
- E. Full face Snell approved helmet – no more than 2 years old.
- F. Head Rest Padding
- G. High-back (stock car style) seats.
- H. Kill switch in reach or drive.
- I. Knee pads or padded steering.
- J. Minimum 3 inch wide seat belts, no more than 2 years old, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat. Minimum 3 inch wide shoulder harness, double over the shoulder, military shoulder straps with anti-sub crotch belts. Harness to go over horizontal tube located less than three inches below the top of driver's shoulders.
- K. Neck collars.
- L. Right head net or support. Head net equipped with a quick release capability.
- M. Seat mounted to the frame with a minimum of three bolts.
- N. Windshield screens are highly suggested with a minimum of .090 screens.
- O. Drive Line Shields
- P. Head & Neck Restraints

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

2012 358 SPRINT CAR SPECS

Wings —

1. Front Wing – Maximum size to be 6 square feet total with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90 degree angles. 12 x 26" maximum side panels with ½ inch maximum turnout at a 90 degree angle from foil. A 1 inch wickerbill permitted at back edge of foil.
2. Top Wing – Maximum size to be 16 square feet, must be one piece. The deepest point allowed on the top surface of the wing is 2 ½ inches measured from the top of the wing to the bottom edge of the 1-inch turn up (wickerbill) at the rear edge. Center Foil must be square or rectangular in shape with all four corners set at 90 degree angles with no variance allowed.
Top wing side boards maximum size, 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 cannot be behind the center foils leading edge. Panels must be of one-piece construction. Panels must be fabricated flat. Turnouts on all edges of the wing must

2012 358 SPRINT CAR SPECS Continued

Wings Continued

- not exceed 1" x 2" and must be orientated at a 90 degree angle to the flat portion of the side panel. Side boards must be mounted square to the center foil and parallel to each other with a ¼ inch variance allowed.
3. Side wings, rear wings or rudders are not allowed.
 4. All wings must be fabricated of metal alloys only, no fiberglass, plastic or carbon fiber. No split wings or bi-wings.
 5. ***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.***
 6. No car will be allowed to compete without a top wing.
 7. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

Tires and Wheels —

1. Tire compounds legal for competition at Williams Grove Speedway will be Hoosier SC12, SC15, SCRD15, SC25, SC55.
2. Left rear tire maximum section width (sidewall to sidewall) is 19.5 inches.
3. Maximum right rear wheel width is 18" wheel width's measured where the tire seats against the wheel.

Chassis —

1. A sprint car is defined as a racing vehicle of single seat design, built upon a racing chassis and mounted on four racing wheels. No rear engine cars or aluminum frames allowed. No box tubing frame rails. Driver's compartment shall be separate from the engine by a firewall of suitable material.
2. Allowable wheelbase of 85 to 90 inches.
3. Steel front axles only. Rear axles may be aluminum.
4. Must have front and rear brakes in working order.
5. Maximum wheel diameter 15 inches. Left rear tire maximum section width (sidewall to sidewall) is 19 1/2 inches. Maximum right rear wheel width is 18 inches. Wheel width is measured where the tire seats against the wheel. For wheels with bead locks, the measurement is taken with the bead lock installed. No plastic wheels. Wheel covers must be securely fastened.
6. Titanium or carbon fiber brake rotors are not allowed, must be steel or aluminum.
7. No cockpit adjustments permitted including adjustable shocks, weight jackers or wings.
8. Nerf bars, which offer adequate protection in the event of contact with another car, are mandatory. Nerf bars and bumpers must be made of steel and be at least one-inch in diameter. Nerf bars must be bolted or

2012 358 SPRINT CAR SPECS Continued

Chassis Continued

- roll pinned to the vehicle. No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past outside of tires.
- 9. Approved fuel bladder required. No carbon fiber fuel tanks.
- 10. Hoods are mandatory during racing.
- 11. Total weight of car and driver may not be less than 1,500 pounds. Weigh in to be after any event or qualifying. Weight to be measured as car comes off of the track in the condition that it took the checkered flag. Any added weight must be securely fastened.
- 12. All cars must use either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positively to magnet testing. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 steel.
- 13. Drag links must utilize 4130 steel of at least 1" in diameter and a minimum wall thickness of .058. Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be allowed.
- 14. Drag link must be tethered to the frame with nylon webbing of at least 1 inch wide.
- 15. No drilling of any bolts, fasteners or heim ends. No hollow fasteners allowed.

Engines —

- 1. Any cast iron block, V-8 engines only
- 2. 358 cubic inch maximum displacement.
- 3. Maximum stroke 3.5 inches.
- 4. Flat top pistons only, no domes or dishes. Zero deck height.
- 5. Maximum compression ratio of 10.80:1 as measured by whistler gauge.
- 6. Cast iron heads of stock configuration mandatory. Stock OEM valve guide angle. All Chevrolet OEM heads and Chevrolet aftermarket heads must have a 23 degree valve guide angle, plus or minus 1 degree. All Ford OEM 302 Boss heads and 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. Other manufacturers contact speedway management for valve guide angles. Port and polish of heads permitted. No raised intake runners or spread port exhaust. No modification to push rod area on intake port.
- 7. No modifications permitted to heads that would enable the use of down nozzles or multiple spark plugs per cylinder.
- 8. Must be naturally aspirated. Fuel injection or carburetor allowed. Timed and/or electronic fuel injection units are prohibited.
- 9. No titanium crankshafts. Steel rods only. There must be a 3/4 inch inspection hole in the left side of the oil pan opposite the number one rod journal or the oil pan will be removed for inspection purposes.

2012 358 SPRINT CAR SPECS Continued

Fuel —

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

Body —

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

Miscellaneous —

1. No mirrors of any kind may be used.
2. 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. (Penalty: Loss of Driver/Owner points for the season and loss of all earnings from the event that infraction occurred.)
3. One way radios are mandatory at all times when you are on the track.
4. Pit parking in 410 pit area will be limited to:
 - a) Cars running both divisions.
 - b) Top 3 in drivers points from previous year.
 - c) Persons needing Handicap Accessibility.

Suggested Safety Equipment —

- A. Arm restraints
- B. Driving uniforms, flame retardant with a minimum of two layers. Underwear, head sock, gloves, foot socks and shoes should all be flame retardant.
- C. Driver's seat fume deflector/heat shield.
- D. Fuel Shut-off Valve.
- E. Full face Snell approved helmet – no more than 2 years old.
- F. Head Rest Padding
- G. High-back (stock car style) seats.
- H. Kill switch in reach or drive.
- I. Knee pads or padded steering.
- J. Minimum 3 inch wide seat belts, no more than 2 years old, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat. Minimum 3 inch wide shoulder harness, double over the shoulder, military shoulder straps with anti-sub crotch belts. Harness to go over horizontal tube located less than three inches below the top of driver's shoulders.
- K. Neck collars.

2012 358 SPRINT CAR SPECS Continued

Suggested Safety Equipment Continued

- L. Right head net or support. Head net equipped with a quick release capability.
- M. Seat mounted to the frame with a minimum of three bolts.
- N. Windshield screens are highly suggested with a minimum of .090 screens.
- O. Drive Line Shields
- P. Head & Neck Restraints

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

2012 GENERAL RULES

Any visible equipment changes and/or performance enhancing changes to previously approved Williams Grove Sprint Cars and/or equipment must be approved in writing prior to introduction into completion by Williams Grove Officials. Williams Grove 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. 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. *Any team backing out before the end of event without approval from flagman will result in a fine.*

Advertising and Release —

In consideration of entering into any of the scheduled events, car owners, drivers, pit-people or agents, agree to permit Williams Grove Inc. and its assigned, the use of their names, pictures and picture of their car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

410 Handicapping —

Cars and drivers which have not registered one-half hour before the officials starting time will be handicapped to the rear of the heat or consolation events. The first two racing programs of the season will have the heat and feature line-up determined by the draw unless one of those events would be a time trail show. Any driver who does not compete in one of the first two (2) events will be handicapped to the rear of the feature for a period of one event for a regular Williams Grove event.

A regular handicapped event will be as follows: Drivers will be seeded in the qualifying events according to their average points. The number of races run divided into money paid computes average points. Drivers entering Williams

410 Handicapping Continued

Grove Outlaw races will be credited in regards to the number of races run, but money won will not be included in handicapping total. The line-up of the heat event will be determined by draw. A driver who misses a race at Williams Grove and competes in another 410/360 sprint car race, upon his/her return will be allowed to draw for heat position. If the driver is to make it into a qualifying position will start in the back position of the handicap cars in the feature for the next two racing events.

If 32 or more cars are entered for a racing event, a minimum of four (4) heat events will be scheduled.

If three (3) heats are run, six (6) will qualify with the top four (4) finishers handicapped to the front. If four (4) heat events are run, up to 36 cars we will qualify five (5), handicap three (3) and run one (1) consolation, more than 36 cars four (4) will qualify with the top three (3) handicapped to the front with two (2) consolation races.

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

Any sprint car racing in the 410 division at Williams Grove Speedway that is not running aluminum heads will be handicapped to the rear of the assigned heat. If that sprint car qualifies for the feature event through the heat or consolation then the sprint car will start in its handicapped position (according to their average points).

All qualifying heats, unless previously announced, will be for the following distances: 410 Sprints ten (10), 358 Sprints and Late Models eight (8) laps.

358 Sprints Handicapping —

Drivers will be handicapped in the qualifying events according to their average points. The number of races run divided into money paid computes average points. Cars and drivers which have not registered one-half hour before the officials starting time will be handicapped to the rear of the heat or consolation events. The first two racing programs of the season will have the heat and feature line-up determined by draw with an inversion draw unless one of those events would be a time trial show. Any driver who does not compete in one of the first two (2) events will be handicapped to the rear for a period of two events for a regular Williams Grove event.

If 32 or more cars are entered for a racing event, a minimum of four (4) heat events will be scheduled.

358 Sprints Handicapping Continued

If three (3) heats are run, six (6) will qualify with the top four (4) finishers handicapped to the front. If four (4) heat events are run, up to 36 cars we will qualify five (5), handicap three (3) and run one (1) consolation, more than 36 cars four (4) will qualify with the top three (3) handicapped to the front with two (2) consolation races.

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

A driver who misses a race at Williams Grove and competes in another sprint car race, upon his/her return will be handicapped to the rear of his heat race and the back positions of the feature for the next two racing events.

A driver who misses two (2) Williams Grove Inc. sanctioned races in succession at Williams Grove, upon his/her return will be handicapped to the rear of a heat. If said driver qualifies in one of the top three positions in his/her heat, he/she will be given their average point handicapped starting position in the feature. If said driver does not qualify in the top three (3) he/she will be handicapped in the feature event but not in the inverted positions.

If a driver is injured in an accident at Williams Grove and upon his/her return, he/she will not be required to start at the rear of the field in the heat race.

All qualifying heats, unless previously announced, will be for the following distances: 410 Sprints ten (10), 358 Sprints and Late Models eight (8) laps.

2012 GENERAL RULES Continued

In the consolation event, if more than 15 cars are entered, two (2) additional laps will be added. All scheduled sprint car races at Williams Grove Speedway unless otherwise stated, are Williams Grove Inc. point races. The following points are awarded for order of finish in the feature races: **(1)** 250, **(2)** 220, **(3)** 200, **(4)** 190, **(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 (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.

Handicapping Continued

Once the starting line-up is given, the pace car will be sent onto the speedway. Under no circumstances is the driver to Hot Lap when the track lights are off or amber. Cars taking the track will idle behind the pace car until all contestants are on the track and the starter gives the "close-up" signal at which time the driver can Hot Lap up to the pace car and pull into position. In heats and consolations, drivers will have three (3) laps by the pace car to pull into their proper position behind the pace car. In the heats any late arriving car will go to the rear of the field. In the feature, race cars will be given five (5) laps to be on the racing surface to hold designated starting position, or the car will go to the rear of the field. Alternate cars will replace, qualified cars not on the racing surface at the end of six (6) laps. Alternate cars have one lap to pull onto racing surface. If there is not a full field, all starters will be given the same number of laps that an alternate would receive to be on the racing surface, but will go to the rear of the field if not out before five (5) laps. Once the pace car goes onto the speedway and moves under the bridge on the backstretch, anyone passing the pace car will be fined twenty-five (25) dollars.

Once the initial green flag is taken no car can join in the race.

On initial starts, cars must stay in a nose-to-tail formation with the inside car must stay within LR tire of car in front of them and outside car must stay within the RR tire of car in front of them (no gaps) until green flag is displayed or a jump will be called with a 2 position penalty for every car jumped. Cars not nose-to-tail will be subject to jumping penalties. Cars may pass when the green flag is displayed. All front row cars may be given only one chance to start the race. If the race is not properly started, the responsible car or cars will be moved to the second row. Failure to readily comply with a "move back" signal from the Williams Grove Speedway Officials will result in disqualification. Jumping prior to the start will result in penalties. The driver will be put back two (2) positions for every position jumped either at the end of the race (if race is non-stop) or if a yellow is displayed, his/her position will be corrected.

On initial starts, drivers must gradually increase their speed after the pace car exits the racing surface. ***Drivers are not to accelerate to full speed until the front row reaches the white line. It is the race leader(s) responsibility to start the race at the white line. The leaders (front row) on the original start must work as a team to perfect a good quality start every time.*** The green flag will be displayed at any point after the lead cars reach the white line between the third and fourth turns. 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

Handicapping Continued

involved in the accident and placed at the rear of the field. During the running of any event, the pits will be closed when the pace car passes the flag stand with the one lap until restart sign showing.

If the field completes the first lap under the green, then the first lap shall be scored and any subsequent yellow flags shall result in the cars lining up single file and must be in a nose-to-tail formation, not to either side of the cars ahead or behind. Any car not in the nose-to-tail formation will be subject to jumping penalties. All single file restarts will take place as the lead cars exit turn four. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped. The leader should not pick up speed until he/she exits turn four. All cars must pass between the cone and the outside wall in single file order. Any car going to the inside or knocking over the cone will be penalized two (2) positions at the next restart or at the end of the race if no restart occurs.

All scoring will be done at the start/finish line. In case of a yellow flag situation, cars that have passed the finish line under green flag conditions 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, or back the start/finish line. This partial lap will count toward the event's total number of laps.

Lapped cars shall maintain their positions in the field in the event of a caution flag. Any lapped car, which passes the leader and goes to the rear of the field, is merely penalizing himself, as he/she is still one (1) lap behind the field. Any driver attempting to improve his/her position while running under the yellow flag will be returned to his/her 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 a yellow flag, unless stopping to avoid an emergency vehicle will be placed to the rear of the field. ***Any car 2 laps down must go to rear.***

Black Flags —

Any driver receiving a black flag under green flag conditions should report immediately to Pit Area. Any driver receiving a black flag under yellow flag conditions should stop immediately at the nearest Track Official.

Red Flag and Fuel Stops —

When either a 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, in the opinion of the starter, if 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 the leader passed the start/finish line under green flag conditions, that lap will count toward the event's total number of laps. If there is a red flag condition before one full lap is completed, cars will be restarted in

Red Flag and Fuel Stops Continued

the original starting order with the involved cars to the rear of the line-up. Under yellow flag conditions before the completion of one lap, drivers will slide rows.

A fuel stop will occur when it becomes apparent that we will surpass a total of 55 green and yellow flag laps in any event.

During a red flag situation, the starter will make a determination if the red flag will be an OPEN or CLOSED stop. Crewmembers may not work on the car under a CLOSED stop. During an OPEN stop approximately five (5) crewmembers are permitted onto the track, at their car, for refueling or adjusting purposes. Crewmembers may work on the car only with tools that can be carried by hand. There will be no tire or gear changes on the track. No jacks or jack stands will be permitted on the track. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five (5) 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 (3) laps will be run. If a car is not moving at the end of the three (3) lap period, the car will be put to the rear of the field. During the running of any event, the pits will be closed when the pace car passes the flag stand with the one lap until restart sign showing.

During the 410 sprint feature, any car getting a flat tire will be given two laps to replace the tire and rejoin the race. It is illegal to make repairs on the racecar while on the speedway. If repairs are made on the track, the car and driver will be disqualified.

Any car involved in two (2) unassisted spinouts during an event will be disqualified. Cars may not enter the racing surface from the pit area after pit area is closed.

ANYONE DELIBERATELY delaying the program will be DISQUALIFIED.

When the field has been checkered, the number of laps completed shall determine the order of finish and in the order the cars took the checkered flag. If two (2) cars completed the same number of laps, the car which completed the last lap first shall be paid ahead of the other car. No two-way or electronic communications are to be used by any driver/owner or team member.

1. If cars fail to go directly to the scales when required to do so that car will be disqualified from that event.
2. All teams must have tools and equipment for Tech inspections.
3. Push Truck & Wrecker Rules

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

Push Truck and Wreckers Continued

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.

- a. 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.
- b. Push trucks are permitted to have a help with them riding in the cab. No one is permitted to ride on the back at any time.
- c. Wreckers are permitted to have two (2) helpers in the cab and two (2) helpers are permitted to ride on the back and 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.
- d. 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.
- e. You are required to remain at your vehicle whenever there is action on the track.
- f. No reckless driving or hot rodding when on the race track.
- g. No clowning around or yelling at spectators in the grandstand – you are in full view of everyone.
- h. No alcoholic beverages permitted in the pit area at any time.
- i. Help out whenever asked. Remember you are permitted in the pit area to help; spectating comes second.
- j. 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.
- k. 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.
- l. Whenever removing a car from the race track, exit via the closest exit to help speed up the show.
- m. Whenever a caution occurs, look to the closest official for instructions. Be prepared to move quickly.
- n. NEVER push a car onto the track from the pits, unless the yellow lights are on.
- o. Whenever pushing a car in the pit area, proceed with extreme caution.
- p. Push trucks and wreckers should try to register at least ½ hour prior to warm ups.
- q. 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.

Push Truck and Wreckers Continued

- r. When pushing of cars for the start of the frature or after red flag stops, start with those cars at the front of the pack.

Miscellaneous —

1. If car fails to go directly to scales when required to do so, that car will be disqualified from that event.
2. All teams must have tools and equipment relevant to do tech inspections on their car. The teams will have to be ready for the inspection within 30 minutes after leaving the race surface.

Protests —

The right to protest lies with the competitor and his authorized agent. Never the less, an acting official can even in the absence of a protest take actions as the case warrants. Verbal protest accompanied by a cash protest fee must be lodged no later than five minutes after the conclusion of the race. A written protest stating clearly the subject of action must follow the verbal protest. The protest fee shall be no less than \$500.00 and increased by the scope of the protest. For example, removing a cylinder head \$750.00, removing a crankshaft will require a \$1000.00 fee. 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. The protest fee less additional charges will be returned if the protest is upheld. If the protest is not sustained, the protest fee less additional charges shall be forfeited to the competitor being protested. All awards gained by a competitor who has been protested against will be withheld until the protest has been determined. All parties concerned shall be bound by the decision given. During a teardown, three members of the protested car will be permitted in the teardown area. Only the person lodging the protest will be permitted in the teardown area. 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 be deducted as a penalty. In the event of a scoring protest, only the driver, owner or his authorized agent may protest to the scorers.

Conduct detrimental to Williams Grove Speedway –

Conduct deemed by Williams Grove Speedway to be detrimental to the speedway will not be tolerated. This includes, but is not limited to situations involving track owners, promoters, track 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 Williams Grove Speedway Management. All fines will be donated to the Morgan Hughes injured drivers fund.

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.

Any feature event will be considered an official race after the half-way point is reached.

Purse for 2012 Season —

The following purse will be paid for all regular 25-lap 410 Sprint Car features run at Williams Grove during the 2012 season.

1. \$3,600	13. \$350
2. \$2,000	14. \$330
3. \$1,300	15. \$330
4. \$1,100	16. \$325
5. \$1,000	17. \$320
6. \$850	18. \$315
7. \$700	19. \$315
8. \$600	20. \$315
9. \$550	21. \$315
10. \$500	22. \$315
11. \$450	23. \$315
12. \$400	24. \$315

Tow Money \$60.00

Payoff window closes 30 minutes after the final event.

Points will be awarded in the feature event only. The winner will receive 250 points; second place 220, (3) 200, (4) 190, (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 50 points will be awarded to drivers and owners of cars that take a green flag. (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).

Bonus money listed below will only be awarded for regular Williams Grove 410 Handicapped shows. Lap money of \$10.00 will be paid to the leader of each lap of a 25 lap feature. Position money of \$500.00 to any driver starting in positions 7-12 and \$1000.00 starting 13-24 who win the feature.

DRIVERS AND OWNERS NOT ATTENDING THE ANNUAL AWARDS CEREMONY WILL ONLY RECEIVE 50% OF POSTED POINT MONEY.

The 2012 410 Sprint Point Fund —

- 1. \$20,000
- 2. \$6,000
- 3. \$4,000
- 4. \$2,800
- 5. \$2,100
- 6. \$1,700
- 7. \$1,400
- 8. \$1,250
- 9. \$1,150
- 10. \$1,100
- 11. \$1,050
- 12. \$1,000

The 2012 Diamond Series Point Fund —

- 1. \$1,200
- 2. \$900
- 3. \$800
- 4. \$650
- 5. \$550

The 2012 358 Sprint Point Fund —

- | | |
|------------|-----------|
| 1. \$1,500 | 6. \$525 |
| 2. \$1,100 | 7. \$500 |
| 3. \$850 | 8. \$450 |
| 4. \$725 | 9. \$390 |
| 5. \$600 | 10. \$365 |

The 2012 358 Sprint Payout—

- | | |
|---------------|--------------|
| 1. \$1,000.00 | 11. \$190.00 |
| 2. \$775.00 | 12. \$175.00 |
| 3. \$550.00 | 13. \$170.00 |
| 4. \$500.00 | 14. \$160.00 |
| 5. \$375.00 | 15. \$155.00 |
| 6. \$350.00 | 16. \$150.00 |
| 7. \$300.00 | 17. \$145.00 |
| 8. \$265.00 | 18. \$135.00 |
| 9. \$240.00 | 19. \$130.00 |
| 10. \$220.00 | 20. \$130.00 |

Tow Money \$40.00

Chassis —

The following measurements are minimums. Use a combination of the supplied diagrams for locating specific parts.

Only those areas indicated will be subject to technical inspections. Suggested material: 4130 normalized.

Top Rails: 1 1/2" x .095

Upper Rails: 1 3/8" x .083

Bottom Rails: 1 3/8" x .095 or 1 1/2" x .083

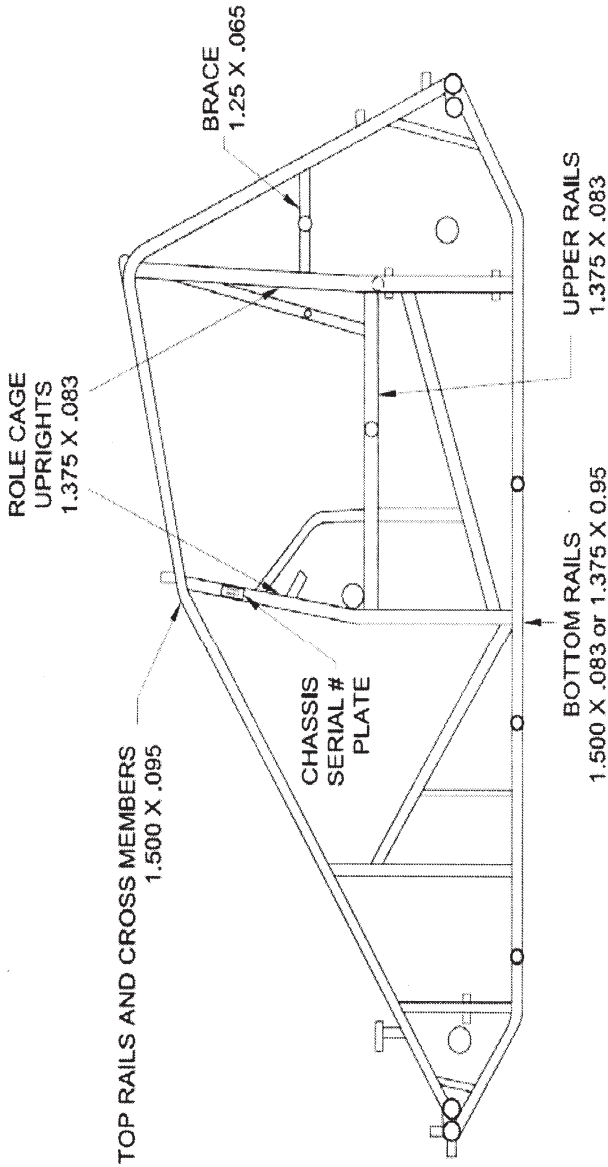
Rear End Safety Bar: 1" x .083 (mandatory piece)

Roll Cage Uprights: 1 3/8" x .083

Brace: 1 1/4" x .065

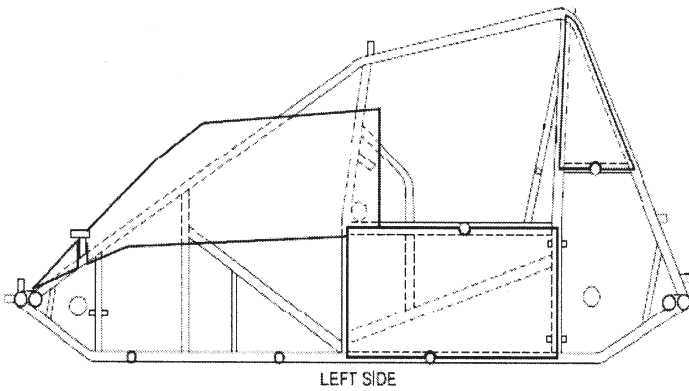
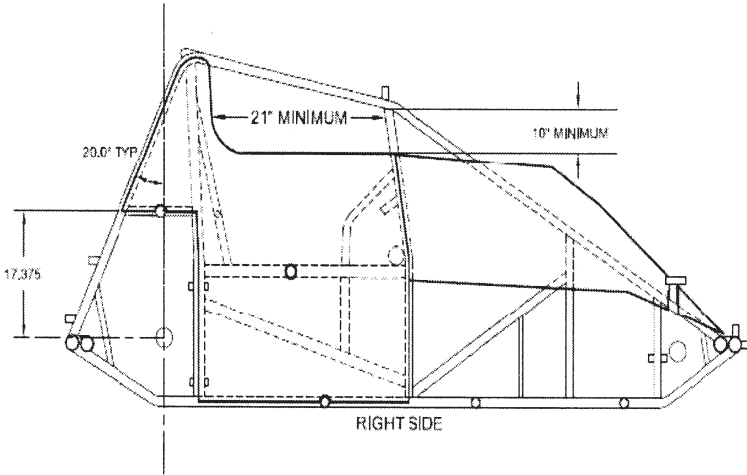
Roll Cage Top Cross Members: 1 1/2" x .095

Sprint Car Chassis Spec



ALL TUBING SIZES ARE MINIMUMS
SUGGESTED MATERIAL:
4130 NORMALIZED

Side Panel Configuration



Contact:

Williams Grove Speedway

1 Speedway Drive

Mechanicsburg, PA 17055

Phone: (717) 697-5000