



**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 speedway officials 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 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's rules. All rules enforced by Officials, Management and Security must be adhered to while on Williams Grove Speedway property.

******Please note changes for 2025 season will be highlighted in bold text.***

MINOR'S ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY

DESCRIPTION AND LOCATION OF EVENT(S)

DATE RELEASE SIGNED

I have obtained my parent's consent to participate in the above event(s). I understand that I am assuming all of the risks if I get hurt during the event(s), and I state the following:

- Both my parents and I believe I am qualified to participate in the event(s). I will inspect the premises and equipment and if, at any time, I feel anything to be unsafe, I will immediately leave and refuse to participate further in the event(s).
- I understand that the ACTIVITIES OF THE EVENT ARE VERY DANGEROUS and INVOLVE RISKS AND DANGERS OF MY BEING SERIOUSLY INJURED OR HURT, MY BEING PARALYZED OR KILLED.
- I know that these risks and dangers may be caused by my own actions or inactions, the actions or inactions of others participating in the event(s), the rules of the event(s), the condition and layout of the premises and equipment, or the **NEGLIGENCE** of others, including those persons responsible for conducting the event(s).
- I hereby assume all such risks, even if the risks are created by the **NEGLIGENCE** of the promoters, participants, racing associations, sanctioning organizations, or any of its subdivisions, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, any persons in any restricted areas, promoters, sponsors, advertisers, owners, and lessees of premises used to conduct the events, premises or event inspectors, surveyors, underwriters, consultants, and any other person or entity who gives recommendations, directions, or instructions, or engages in risk evaluation, loss control activities or sales regarding the premises or events, and each of them, their officers and employees, all of which are referred to as "Releasees."
- I hereby release, waive, covenant not to sue, and discharge, all of the Releasees from all liability to me, my personal representatives, assigns, heirs, and next of kin, for any and all loss or damage and any claim or any demand on account of any injury to me including, but not limited to, my death, whether caused by the **negligence** of the Releasees or otherwise.

**I HAVE READ THE ABOVE ASSUMPTION OF RISK AND RELEASE AND WAIVER OF LIABILITY,
UNDERSTAND WHAT I HAVE READ, AND SIGN IT VOLUNTARILY.**

ALL SECTIONS MUST BE COMPLETED.

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**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, competition vehicle owners, drivers, pit crews, rescue personnel, any persons in any RESTRICTED AREA, promoters, 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 and employees, 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

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SIGNATURE AND TITLE OF WITNESS

ADDRESS OF WITNESS

2025 410 & 358 SPRINT CAR SPECS

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A sprint car is defined as a racing vehicle of single seat design, built up on a racing chassis and mounted on four 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 410 sprint cars must weigh a minimum of 1425 lbs (with driver). All 358 sprint cars must weigh 1,550 pounds with driver. Weight cannot be added, moved or replaced during yellow or red flag conditions. ***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 WGS 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 is 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. Unless otherwise announced via the public address system or driver radios, all heat cars will be required to report to the scales at the conclusion of heat races. For features, the top three finishers will be weighed. Teams will be allowed a total of 3 attempts to make weight at the scales. Penalties will be assessed for not going directly to the scales, unless otherwise directed by officials.

Bodies —

- A.) Only standard type Sprint Car bodies, tails and hoods will be permitted.
- B.) Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- C.) Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- D.) Sunshields that restrict the driver's vision, restrict driver exit or direct air will not be permitted at the discretion of WGS official.
- E.) Wedges and/or foils underneath the racecar will not be permitted.
- F.) Pieces that are added to the basic frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system will not be permitted.
- G.) Mirrors of any kind, whether attached to the racecar and/or the driver will not be permitted.
- H.) All cars must have a minimum of an 18-inch-tall number on the outside

Bodies Continued

of both top wing panels and a minimum 18-inch-tall number on the top wing center foil. Any letter utilized as part of the car number must be a minimum of 12 inches tall. If there are cars at any event that carry duplicate car numbers then one of the two cars will be required to add a letter to the number for scoring purposes.

- I.) All cars will be required to run a full sprint-type appearing hood with a maximum outside hood width of 30 inches. The hood must extend to the front of the torsion tubes and/or similar location on coil-over cars. The hood may be a multiple piece design, but visually, it must appear to be one continuous piece in side-to-side and front-to-back manner.
- J.) The driver's right-side opening must be a minimum of 10 inches vertical at any point and a minimum of 21 inches horizontal at any point.
- K.) Safety bar and/or arm guard paneling may protrude outward a maximum of 7 inches as measured from the outside edge of the upper "middle" frame rails. The area created by utilizing such a design for arm guards must be for the sole purpose of creating driver elbow room and shall not be designed to trap or deflect air in order to gain a competitive advantage. Said elbow room space must remain above the upper "middle" frame rail and cannot extend rearward of the leading edge of the rear axle.
- L.) 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.
- M.) 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 must not exceed 90 degrees.
Elbows on the exhaust after the header tube enters the collector will not be allowed. All exhaust must exit toward the rear of the car. At the discretion of WGS 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)
- N.) 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.
- O.) Side body panel designs and/or concave surfaces that, in the sole discretion of the Sprint Car Series Officials, are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted.
- P.) 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 Williams Grove Speedway Sprint Car Officials prior to being introduced into competition.

Shock Absorbers—

Only conventional and thru-rod style shock absorbers will be permitted. No additional components will be added to the torsion arm or other suspension components to help control the suspension, such as, but not limited to additional shocks, springs, spring arms, etc. Only 1 shock per wheel will be allowed, maximum of 4 shocks per car. Any new suspension configuration or new style shock configuration must be approved by Williams Grove Speedway officials prior to being placed in competition. Performance, safety, and cost, along with other variables, will factor into the approval process. It is recommended that the approval process be completed prior to product production. Steering dampers are allowed.

- Currently approved thru-rod style shocks:
Penske PS-7700T

Bumpers, Nerf Bars & Axles —

No TITANIUM, only nerf bars and bumpers *made from magnetic steel and/or stainless-steel tubing* 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. The leading edge of the front bumper may not extend forward more than eight inches from the torsion tubes (or frame member on coil-over cars) or 23-1/2 inches from the center of the front axle. *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 3/4" 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 Williams Grove Officials. 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".*

Brakes —

358 Rotors must be steel, aluminum or titanium.

Chassis —

Roll cage is 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 any point.

Chassis Continued

The QRP C2L Birdcage will not be legal for Williams Grove 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.

Wheel Base: 358 - must be between 83-90"; 410 - must be between 85-90".

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.

Carbon Fiber: No carbon fiber parts, excluding torque tubes and brake rotors, will be allowed in the suspension (includes radius rods), steering components, or drive line.

Floor pans must be either aluminum, steel or carbon fiber.

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. 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.

Drag links must utilize 4130 steel of at least 1 inch in diameter and a minimum wall thickness of .058". (Highly Recommended the drag link must be tethered to the frame with a minimum (1) inch nylon webbing. LF radius rod are to be made of 4130 steel with magnetic steel rod ends). Tie rods and heim ends must be made of steel only. A magnet must stick at all times. No swaging of the tubing will be allowed. Drag link must be tethered to the frame (highly recommended).

The ONLY chassis component permitted to be adjusted by the driver while in the cockpit is the top wing fore-aft slider.

The top of the roll cage shall have a maximum outside width of 29-1/2 inches. The cockpit horizontal middle frame bar will have a maximum outside width of 32 inches.

The bottom frame rail will have a maximum outside width of 26-1/2 inches.

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

Chassis Continued

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 (1 3/8" x .083 allowed for 358 competition)

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

Brace: 1 1/4" x .065

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

Chassis Support bars: All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area. The 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 Williams Grove 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. Right side body opening shall remain the same 10 vertical

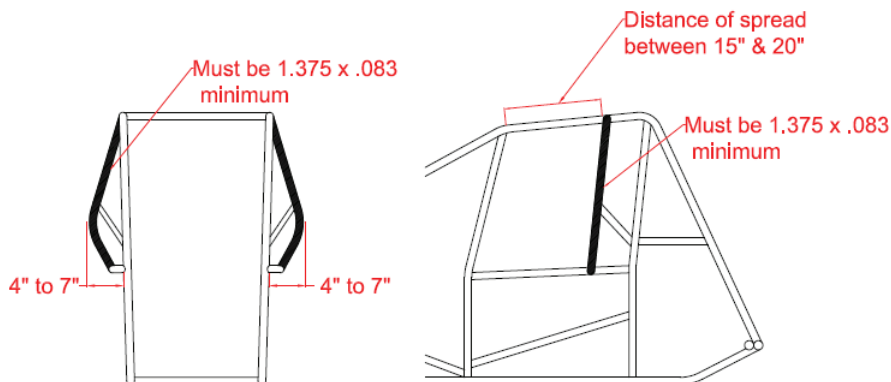
#1 Support Bar

Diagram 16.12.1

#2 Support Bar

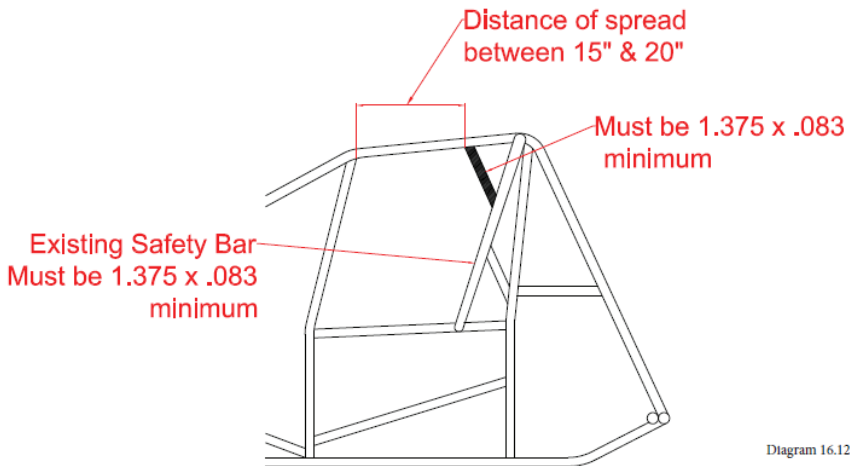
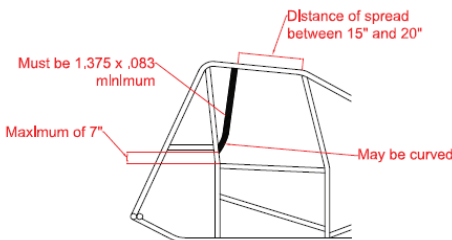
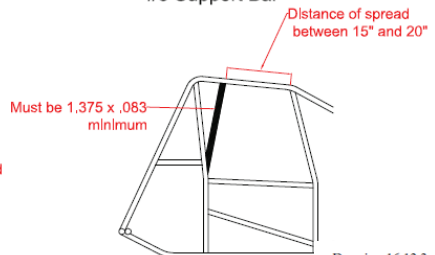


Diagram 16.12.2

#3 Support Bar Curved Option



#3 Support Bar



Drawing 16.12.3

Chassis Continued

inches and 21 horizontal inches. The left side paneling may extend to but not forward of the support bar. The use of a 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 WGS.

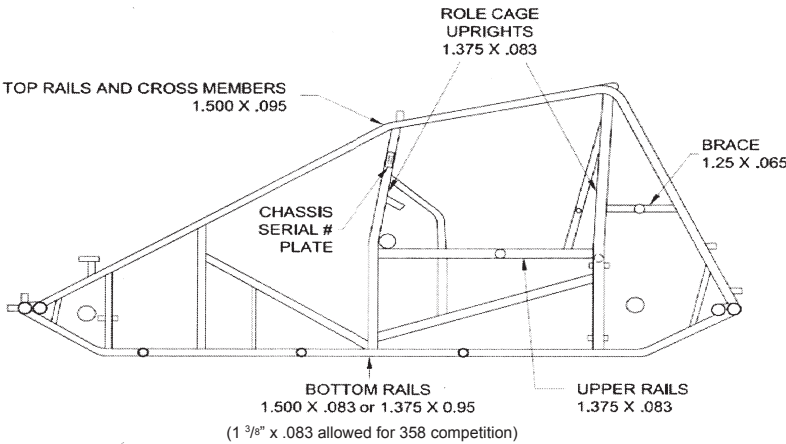
Left and right-side support bars may be one of the three options:

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 brace/shock mount bar. The curve must be between 4” and 7” measured from outside 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 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

Chassis Continued

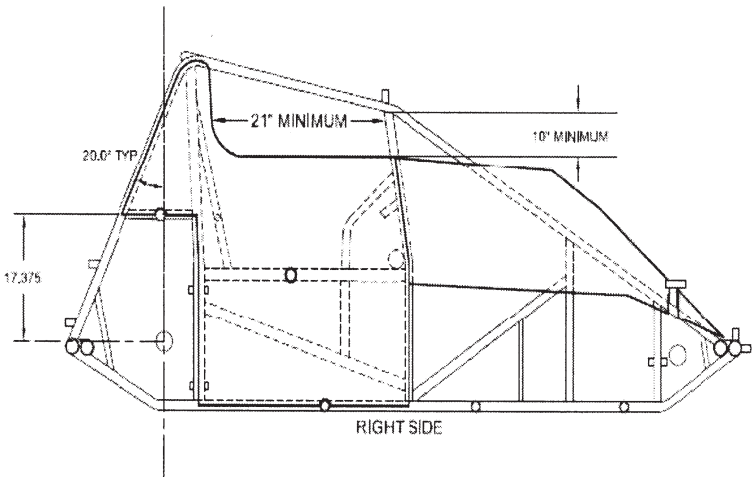
bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See Diagram #16.12.2

Sprint Car Chassis Spec

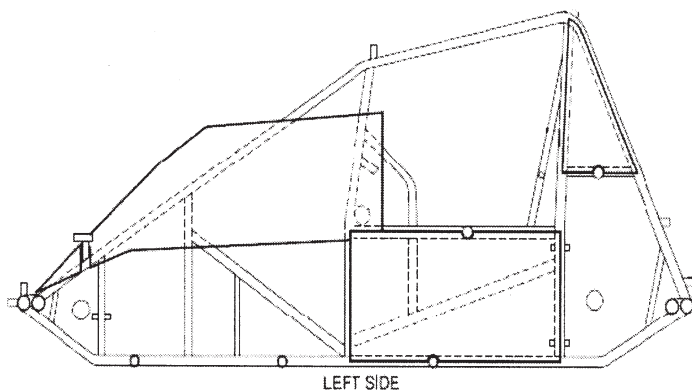


ALL TUBING SIZES ARE MINIMUMS
SUGGESTED MATERIAL:
4130 NORMALIZED

Side Panel Configuration



Side Panel Configuration Continued



Chassis Continued

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 fitment. See diagram #16.12.3

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.

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

Engines and Driveline —

410:

Maximum engine size is 410 cubic inches and all engine cylinders must be machined from steel alloy only. Only two (2) valves and one (1) spark plug allowed per cylinder. Double overhead cam engines are not permitted. No turbine driven engines, turbochargers 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.

Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will be allowed but must be approved prior to competition. Engines with the magneto and/or distributor mounted in the stock OEM production position for the block and/or engine must be approved prior to

Engines and Driveline Continued

competition. Approved Front Drive Magneto System: Moroso 60205 & 60206 Magneto ignitions only. *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.* No multiple coil-pack ignitions allowed. Cylinder bore size shall not exceed 4.165. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.

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.

No titanium connecting rods, connecting 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 removal will be required for inspection.

Maximum throttle bore as measured at the butterfly may not exceed 3 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.

A maximum of sixteen (16) fuel nozzles, utilizing two (2) per cylinder will be permitted. If two nozzles per cylinder are used, one (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.

358:

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

358 Continued

*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 WGS 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.*

Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will not be allowed.

Fuel and Cells —

*A fuel cell with bladder and foam will be the only type of fuel cells allowed and must have a solid cover over the bladder. Bladderless fuel cells are not permitted. Fuel tanks cannot be altered or modified and must be one-piece construction of cross-link polyethylene plastic. No carbon fiber fuel tanks. **It is highly recommended 6 mounting points be used for the fuel cell. All fuel cell mounting bolts must be safety wired. If studs are used, locking nuts will be acceptable.***

THE ONLY FUEL ALLOWED IS PURE METHANOL. Absolutely NO additives of any kind are permitted. Random fuel testing will be performed using a distilled water test and/or hydrometer testing. Should a car's fuel fail either test, the car will be disqualified from that day's program UNLESS the team is able to empty and flush the fuel system in order to pass a subsequent test prior to entering a competitive event. If cleaning the fuel system causes the car to miss its heat race, it can, after passing a fuel test tag the rear of the consolation or if there is no consolation race the rear of the feature.

Fuel and Cells Continued

A team that wishes to contest the track's field test(s) may request a laboratory test be performed. The track will capture the fuel sample in an approved container and submit it to the laboratory for the team but the expense of that analysis will entirely be the teams' responsibility.

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

Miscellaneous —

1. Two-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted.
2. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches).
3. Antennas will not be permitted in or attached to the race vehicle or carried by the driver.
4. All forms of a vehicle position system (GPS) will not be permitted.
5. Only approved lap timing and/or lap time recording devices (transponders) will be permitted.
6. Gauge to monitor engine conditions are permitted at the discretion of WGS.
7. All Electric gauges whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
8. Electronic Dash Modules will not be allowed.
9. 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.
10. No drones or electronic aircraft allowed at Speedway unless approved by WGS.
11. Sunshields that restrict the driver's vision, restrict driver exit or direct air will not be permitted at the discretion of WGS official.

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. Computer operated and/or controlled parts,

Miscellaneous Continued

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 while during any type of racing competition will not be permitted. (Exception: electronic bleeders will be permitted for 410 and 358 competition but cannot be remotely controlled), Air may not be introduced to the tire from any onboard system. ***Onboard tire air compressors will not be allowed for competition.*** (Penalties will be enforced by Speedway Management based on protest penalty procedures)

Xtreme 30 Spark Controller by Xtreme Racing Products

(Only Allowed in 410 Division)

Xtreme Racing Product 30 Spark Controller The following part numbers will be the only ones legal for competition.

- Xtreme 30 short-2
- Xtreme 30 long-2

The following Xtreme 30 Spark Controllers from Xtreme Racing Products do not conform to the therefor will not be allowed for competition.

- Xtreme 30 short-3
- Xtreme 30 long-3

One way radios are mandatory when on the track. Failure to comply will result in a penalty of two races without being able to draw for heat races.

Transponders will be mandatory for both 410 and 358 divisions. The track will have rentals available for a fee. Visit mylaps.com to purchase transponders.

Parking in front pit area is limited to 410 sprint cars, drivers running both divisions, persons requiring handicapped access. Extenuating circumstances may apply but must be approved prior to the race events.

**Tires and Wheels —
410 and 358 —**

Hoosier brand track-specific tires are Mandatory on all 4 corners

2025 410 SPRINT CAR SPECS allowed for competition.

Front Tires

Part #31-131 85/8.0-15 D12

Part #31-132 85/8.0-15 D15

2025 Catalog # Size T.W. Approx Dia. Approx Cir. Wheel Width Compound

Tires and Wheels Continued

Left Rear Tires

38149 92.0/15.0-15 15.0" 29.0" 92.0" 14"-15" D12A

38151 93.0/15.0-15 15.0" 29.7" 93.0" 14"-15" D12A

38155 94.0/15.0-15 15.0" 30.0" 94.0" 14"-15" D12A

38168 96.0/15.0-15 15.0" 30.5" 96.0" 14"-15" D12A

Right Rear Tires

38223 105/16.0-15 16.0" 33.2" 105.0" 16"-18" D15A, MEDIUM

2025 358 SPRINT CAR SPECS allowed for competition —

Front Tires

Part #31-131 85/8.0-15 D12

Part #31-132 85/8.0-15 D15

Left Rear Tires

38149 92.0/15.0-15 15.0" 29.0" 92.0" 14"-15" D12A

38151 93.0/15.0-15 15.0" 29.7" 93.0" 14"-15" D12A

38155 94.0/15.0-15 15.0" 30.0" 94.0" 14"-15" D12A

38168 96.0/15.0-15 15.0" 30.5" 96.0" 14"-15" D12A

Right Rear Tires

38223 105/16.0-15 16.0" 33.2" 105.0" 16"-18" D15A, MEDIUM

*The 105/16-15 right rear can be utilized on current 16", 17" and 18" wide wheels.

*The minimum recommended width is 16" and maximum is 18". Maximum wheel diameter is 15 inches. Right rear wheel maximum width is 18 inches and left rear maximum width is 15 inches. No plastic **or carbon fiber** wheels. Wheel covers must be fastened securely. Wheel covers: It is highly recommended that Wheel covers must 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 only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel or titanium bolt and an approved fastening (nut assembly)

Approved fastening (nut assembly) systems: Keyser Manufacturing, part #100 7-101.

Optional fastening systems that are equal or superior to the above approved system will be readily approved at the sole discretion of WGS Technical Officials.

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,

Tires and Wheels Continued

altering and/or covering) of tire sidewall markings in any manner will not be permitted, unless approved by a Williams Grove official.

- A. Any tire may be inspected and/or analyzed for alteration at any time. This will consist of a process as determined by the independent laboratory that performs the analysis. A “Chain of Custody” process will be outlined with the competitor upon inspection of the tires.
- B. The analysis process will require shipment of the tire to the selected laboratory. Additional race event(s) may be completed before a determination is made.

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 to the Eastern Museum of Motor Racing.
- Loss of points for the 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).

TOP WING —

358 sprint cars may use either the previously standard 3'x5' top wing OR a 5'x5' top wing as currently used on 410 sprint cars.

However, if a 5'x5' top wing is used on a 358, it must conform to all 410 top wing specifications but the wickerbill height cannot exceed two inches.

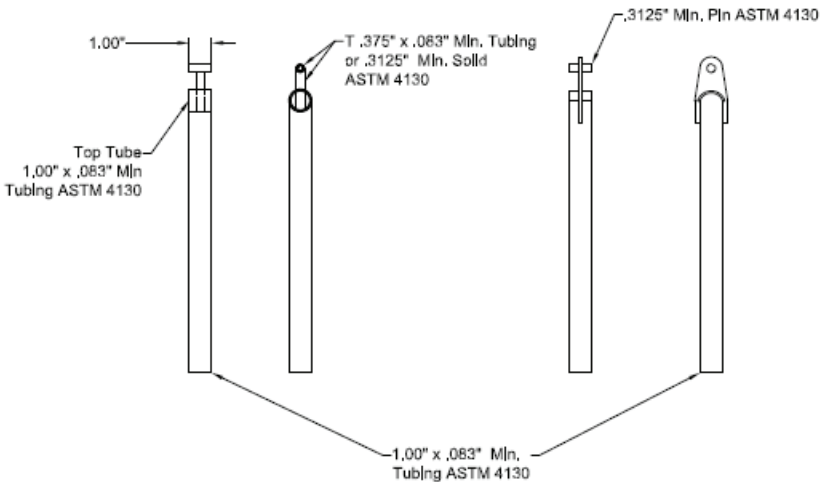
- 410 a): Center foil maximum size of 25 square feet with a maximum width of 60 inches. Center foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed. Center foil top is to be flat from front to back and side to side. *The center foil top must start being flat within 6" from the center foil's front leading edge*
- b) Maximum *1.5"* removable wickerbill *(The maximum dimension of wicker bill may change periodically at the discretion of Williams Grove Speedway Officials. Any such changes will be issued in writing prior to the event in which the change will be made.)* may be mounted on the rear edge of the center foil. Wickerbill must be 90 degrees to the top of the center foil. No built-in wickerbills or gurney lips allowed.
- c) *Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.*

TOP WING Continued

- 358 a): Center foil maximum size of 3 x 5 wing 16 square feet. Center foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed. Center foil top may be dished not to exceed 2-1/2 inches at any point when measured from the top of the center foil's leading edge to the bottom of wickerbill.
- b) Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) 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.* Maximum 2" removable wickerbill may be mounted on the rear edge of the center foil. Wickerbill must be 90 degrees to the top of the center foil. No built-in wickerbills or gurney lips allowed. Maximum dimension of wickerbill may change periodically.
- d) 358 teams must use the same wing size for the duration of an event. A wing size change during an event will result in the car starting in the rear of the field. A wing size change between a qualifying event and feature maybe done without penalty.
- 410/358 f) 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.
- 410/358 g) 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.
- 410/358 h) No foils or rudders will be permitted anywhere on the top wing.
- 410/358 i) Car numbers must be min 18" tall on the outside of both top wing panels and letters are to be min 12" tall. Sprint Car #27 will be retired in honor of Greg Hodnett. Any team that has used the #27 prior to the 2019 season will not be affected.
- 410/358 j) 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

TOP WING Continued

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.

Wing T-Post

Drawing 16.13.1

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.
- 410 c) A maximum 2" removable wickerbill may be mounted on the rear edge of the center foil. Wickerbill must be 90 degrees to the top of the center foil. No built-in wickerbills or gurney lips allowed. Maximum dimension of wickerbill may change periodically.
- 358 c) A maximum **2"** removable wickerbill may be mounted on the rear edge of the center foil. Wickerbill must be 90 degrees to the top of the center foil. No built-in wickerbills or gurney lips allowed. Maximum dimension of wickerbill 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.

FRONT WING Continued

- 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-inch section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 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 blueprint specify an 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 1/4 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 wickerbill 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 WING SIDE BOARDS —

- 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.

FRONT WING SIDE BOARDS Continued

- b) Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

TOP WING SIDE BOARDS —

- a) Top wing side boards maximum size, 72 inches long and 30 inches tall (358 Sprints 3 x 5 wing 66 in. x 30 in.). 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.
- 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"x1-1/4" and must be orientated at a 90-degree angle to the flat portion of the side panel.

Highly 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. (Should meet SFI Specs 3.2 A/5).
- 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 of driver.
- 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-submarine crotch belts. Harness to go over horizontal tube located less than three inches below the top of driver's shoulders. A seven point harness is recommended. In any type of manufacturer's installation, the fasteners must be as supplied by the manufacturer. The seat belts must be mounted to the chassis per the manufacturer's instructions. No belt to seat installation will be allowed.
- K. Head and Neck Restraints
At all times during an event, including practice, qualifying and competition (excluding starting the car for engine warm-up) drivers should wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label. Arm restraints are

Highly Suggested Safety Equipment Continued

recommended and must be connected and used as instructed by the manufacturer.

- 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. Tie-rod studs are recommended to be steel.

Fire Suppression System:

- A: WoO: a) 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
- b) 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 within reach of the driver on the forward left-hand side of the cockpit. A minimum of one nozzle must be mounted in the lower area of the cockpit forward of the seat.
- c) 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.
- d) 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 manufacturer.
- e) 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. Approved Manufactures • Lifeline Fire & Safety USA, 540-251-2724 • Safety Systems Inc. (Firebottle), Ft Myers, FL, 239-995-6300 • Spa Technique Inc. Indianapolis, IN 317-271-7941 • Safecraft Safety Equipment, Martinez, CA 800-400-2259

Seats:

- A. All current aluminum seats must be full containment type construction and must adhere to the general design specifications of SFI 39.2 seat construction standards. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- B. Approved carbon fiber seats must have a current valid SFI 39.2 Certification.
- C. Up fitting a current seat with bolt on kits will be permitted with a seat

Highly Suggested Safety Equipment Continued

manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance to seat manufacturer instructions. Combining components may not meet SFI 39.2 Certification.

- D. Seats must be used as supplied and installed following instructions provided by the seat manufacturer.
- E. If the left side head surround is 7 inches or less when measured from the back of the headrest, then a left side head net meeting the SFI 37.1 must be installed with a quick release latch. A minimum left side head surround of 4 inches is required.
- F. The recommended driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list.
- G. A right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms.
- H. The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.

I. When spacers are used, they must conform to the seat and to the seat mounting tubing of the chassis. It is highly recommended the back mounting spacers are 2" or less in length.

Any time that anyone fires/starts a race car for any reason, he or she should be dressed in proper racing attire (helmet, fire suit, gloves etc.) and he/she should use all safety equipment available. If WGS deems a competitor safety equipment not being utilized is unsafe then they will not be allowed to compete in the event.

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.

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

Front axle tether systems.

- A. The tether mounting must meet the SFI 55.1 specifications which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis.
- 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.

Highly Suggested Safety Equipment Continued

- 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
- e.) Part Number: WC-101M 8mm X 36" Radius Rod Tether
(15,000 lbs. Nominal Breaking Strength) (V-12 with Red Tracer)

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

The approved axle tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

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 groove and clip
- f.) Kaeding Clip
- g.) DMI – T-REX (Torsion Restraint Express System) 2-1/2" axle diameter
- 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.

Drivers must pull up to any official around the speedway for any safety reason before the start of a race. I.E (seat belt, debris, driver radio) to maintain their

Highly Suggested Safety Equipment Continued

starting spot or position on the track during an event. If a seat belt requires work other than help to get buckled then the car must go to the pit area or work area and give up their current spot or starting position. There is no guaranteed time for these repairs.

Product Approval Policy —

- Any new components, including engine components, body designs, frame designs and/or components of any type utilized in competition must be approved by Williams Grove Speedway Officials prior to being introduced into competition.

Any manufacturer seeking approval of parts or components must contact Williams Grove Speedway management for the approval process.

The manufacturer will be notified of the decision.

Submitted part(s) may not be introduced into competition prior to WGS Approval Notification.

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

2025 GENERAL RULES

2025 General Rules —

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

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

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

Relief and/or Driver Changes —

All relief drivers and/or driver changes must be approved by speedway officials. Drivers are responsible for notifying the Handicapper of any change. Drivers may qualify more than one car, but only by doing so through the consolation race. However, when a driver takes the green flag to qualify a second car, the first car that he/she qualified is automatically disqualified. Car and Driver must be qualified to be handicapped in the feature event. After any race's original green flag is dropped, no car/driver combination may be changed in the event that day. For a makeup feature event in which the field qualified on a previous date; **THE DRIVER IS QUALIFIED...NOT THE CAR.** A qualified driver will maintain his starting spot regardless of what car he drives. Any new driver of a previously qualified car may enter the race provided no laps have been completed, and there is not already a full field based on qualified drivers. A new driver in a previously qualified car will have to start at the rear of the field and can only gain show up points. In the event of qualified drivers being unable to return for a makeup race, alternates will be added to the field, provided no laps have been completed, and the race did not already start with a full field of cars. Alternates must have made an attempt to qualify on the original race date.

Participants (owners, driver, mechanics, pit-personnel, agents, etc.) —

When entering into an event, participants are not deemed employees of Williams Grove Speedway, but are independent contractors and as such shall assume and take all responsibility for charges, premiums and taxes, if any, payable on any funds or prize money they may receive as a result of their participation in any speedway event. Drivers or owners must pick up their own prize money. An owner or driver may designate someone to pick up the prize money, but Williams Grove Inc. must be notified in writing. All prize money earned by individual teams will

Relief and/or Driver Changes Continued

be credited to the driver, unless the speedway is notified in writing otherwise. No prize money will be released without a current W-9 on file. A pit entrance fee will be charged for each racing event. Payment of this fee, plus the affixing of each participant's personal signature on the pit register and release, releases Williams Grove Inc. and officials from all liability and makes the insurance carrier liable. Failure to remit the required fee and signing the pit register and release shall nullify any claim against Williams Grove 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 assume all the risk by reason of his/her participation and does for himself, his heirs, executors and administrators, successors and assigns release and discharge Williams Grove Inc. and officials or administrators, successors and assigns from any and all liability for personal injuries to persons or property growing out of, caused by any construction or conditions of any track equipment, cars or other devices used therefore, whatsoever.

Any visible equipment changes and/or performance enhancing changes to previously approved cars and/or equipment must be approved in writing prior to introduction into competition 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. Minimum age of participation in any Williams Grove event is 16. Any drivers that are under 16 years of age and seek to participate in any racing event must be approved in advance.

Advertising and Release —

In consideration of entering into any of the scheduled events, car owners, drivers, pit-entrants 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.

VP Racing Fuels is the official fuel supplier of Williams Grove Speedway. Williams Grove makes every effort to offer racing fuel to its competitors during racing events however it cannot be held responsible for equipment malfunctions or other unforeseen circumstances that prevent the sale of fuel.

410 Handicapping (subject to change) —

Any car not signed in by the beginning of motor starts will go 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

410 Handicapping Continued

would be a time trial show. If one of the first two (2) races would happen to be a WoO Sanctioned event, that event would not be counted as an event. Therefore the next event would become race #2 for handicapping purposes. Any driver who does not compete in one of the first two (2) events will be handicapped to the rear of the heat race for a period of one event if that is a regular Williams Grove event.

A regular handicapped event will be as follows: The line-up of the heat event will be determined by drivers season average money (lowest to Highest). The feature will be lined up straight up from heat race finishes. The number of races run throughout the season divided by money earned computes the average money earned. Drivers entering World of Outlaws races at the speedway will be credited in regard to the number of races run, but money earned will not be included for handicapping.

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. If four (4) heats are run, up to 36 cars, five (5) will qualify and one (1) consolation will be run; more than 36 cars, four (4) will qualify and 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.)

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

410 Handicapping (subject to change) — Yellow Breeches Races
A Drivers earnings average money will be used to set hot lap and qualifying order groups (lowest to highest). The number of races run throughout the season divided by money earned computes the average money earned. Drivers entering World of Outlaws races at the speedway will be credited in regard to the number of races run, but money earned will not be included for handicapping. Qualifying results determine only heat race line ups. Hot lap and qualify at the same time. (3) hot lap qualifying laps.

Hot lap/qualifying groups will be seeded equally based on earnings average and the total number of cars.

Drivers will qualify against only the cars in their heat race group (up to 5 cars on track at one time).

410 Handicapping - Yellow Breeches Races Continued

Any driver who misses his time group will be allowed one lap at the end. All drivers who miss their group will be put into one final group and allowed one timed lap. They can not start any better than fifth in their heat race.

2 Heat Format (up to 20 Cars) An Invert pill of **0,2,3,4** will be drawn. The top 3 finishers in each heat will be Handicapped into the feature by driver's season earned money average. Remaining cars will be lined up by heat race finish.

3 Heat Race Format (up to 30 Cars) An invert pill of **0,2,3,4** will be used. 6 cars will qualify with the top 2 handicapped for the feature. 1 Consolation race will be run, lined up heads up from heat race finish, with the top 6 finishers advancing to the feature event.

4 Heat Race Format (31-36 Cars) An invert pill of **0,2,3,4** will be used. 5 cars will qualify with the top 2 being handicapped to the feature event. 1 consolation race will be run, lined up heads up from heat race finish with the top 4 finishers advancing to the feature event. A) 1 consolation race will be lined up by heat race finish. B) 37 to 40 cars (2) consolation races. consolation race number 1 will be lined up with cars from heats 1&2. consolation race number 2 will be lined up with cars from heats 3&4. 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 timed warmups, standard time trials or by order of the finish in qualifying events. In timed warmups a car is considered to miss its group if not on the track when THAT GROUP goes green for timed hot laps. Any car not rolling out of the pits when the last car is out for hot laps will receive 2 laps to be on the track (2 laps based on last car that fired and returns to Flag stand, this number can change). In standard time trial events, each car will have a two (2) car grace period to time trial in its position. If the grace period is missed, the late car will take its time trial at the end of the scheduled order with only one qualifying lap awarded. 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 all cars that have taken time.

Any car racing in the 410 division at Williams Grove Speedway that is not running aluminum heads will be placed 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 be lined up straight up from qualifying event finishes.

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

358 Sprints Handicapping (subject to change) —

Any car not signed in by the beginning of motor starts will go to the rear of the heat or consolation events. The first two racing programs of the season will have the heat

358 Sprints Handicapping Continued

and feature line-up determined by the 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 of the heat race for a period of one event for a regular Williams Grove event.

A regular handicapped event will be as follows: The line-up of the heat event will be determined by drivers season average money (lowest to Highest). A driver who misses a race at Williams Grove and competes in another 410/360/358 sprint car race, upon his/her return will be lined up at the rear of the heat race for 1 week. The feature will be lined up straight up from heat race finishes.

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. If four (4) heats are run, up to 36 cars, five (5) will qualify and one (1) consolation will be run; more than 36 cars, four (4) will qualify and 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.)

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

410 & 358 Handicapping —

In the consolation event, if more than 6 cars will not qualify; two (2) additional laps will be added.

All scheduled sprint car races at Williams Grove Speedway unless otherwise stated, are 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. Points Standings: In the event of a tie for 1st Place in the Final Point Standings, that tie will be broken by the number of wins at Williams Grove Speedway. If there is a tie in wins it will then be broken by the most Top 5s at Williams Grove Speedway. If there is a tie in Top 5's, It will then

410 & 358 Sprints Handicapping Continued

be broken by average feature finish of all point races at Williams Grove Speedway to determine the Champion.

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 need to be backed out of their pit stall at the conclusion of the prior race and will have three (3) laps by the pace car to be on the track. In the heats and consolation 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 can be fined \$250 or more.** 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 staying within LR tire of car in front of them and outside car must stay within the RR tire of car in front of them (no gaps) until the green light/green flag is displayed. A false start will be called for anyone not staying nose-to-tail or passing cars before the green light/green flag is displayed. 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. Cars may pass when the green light/green flag is displayed. 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. In the event that any subsequent starts should be called as a false start, the following actions will be taken: third row becomes the first row; etc. Penalized rows cannot return to the front row within the same event unless the number of false start calls exceed the amount of rows that are in the event at any given time.

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 designated starting point (white line). The pole position driver sets the pace with the front row to reach the start line together. Failure to acknowledge and comply with the “move back” signal may result in being parked for that race. The green light/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.

410 & 358 Sprints Handicapping Continued

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 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 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. 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.

All single file restarts, the green flag will be displayed at the original white starting line in turn 4 with no passing until after the orange cone on the front stretch at the flag stand. Same penalties to apply for jumping on restarts. Any car passing before the cone will be penalized two (2) positions for each car jumped. All cars must pass between the cone and the outside wall in single file order. Any car 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.

During a caution or red flag event, all cars one lap down will tag the rear of the field, maintaining their positions over other cars in the "same" lap as them. Cars that are multiple laps down will not be allowed to rejoin the field. Any driver attempting to improve his/her position while running under the yellow flag will be returned to his/her rightful position by the officials via driver radio and faces a possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty or disqualification. Cars stopping on the track during a yellow flag, unless stopping to avoid an emergency vehicle (as determined by the officials) will be placed to the rear of the field. Competitors may stop during any yellow flag period to alert an official of driver radio malfunction, debris on track, any unsafe condition.

Track exits are inside turn 3 for the front pit area and outside turn 2 for the back pit area. During competition, cars exiting the track using any other exit

410 & 358 Sprints Handicapping Continued

shall be considered retired from that event and will not be allowed to rejoin that event. Cars brought to the pit area by a Williams Grove tow or push truck under caution are exempt from this restriction.

No driver may exit his/her car on the race track unless there is a Williams Grove official or designated individual present to grant permission to do so. If a driver is involved in an on-track accident and needs to be towed or pushed off of the track, the driver must remain in the vehicle until an official indicates to the driver that it is safe to exit the race car. Upon exiting the car, drivers must remain with their cars to accompany them back to the pit area. The only exception to this rule will be in the event of a fire or a similar emergency situation occurring with or in the car.

Any driver who exits their race car on the track in order to confront the driver of another car and/or to show displeasure with another driver will be subject to a fine and or suspension to be determined by track officials and the race committee.

Medical and Unforeseen Circumstances Exemptions - Any Competitor that is unable to compete or be present because of a mandatory quarantine with doctors' orders will be granted a medical exemption. Medical exemption points of 50 per event will be given for that period. The medical exemption may be extended due to extenuating circumstances.

Initial Starts --

If a driver failed to make a lineup or elects to go to the rear of the field, the entire field of cars directly behind that open position will crisscross positions. The same rule will apply if a red flag or yellow flag condition happens before the completion of one FULL lap in any event. There will be a complete restart with the involved cars going to the rear, and cars will then crisscross positions from the open spot back thru the field.

Provisionals —

Williams Grove will allow 2 Provisionals for every World of Outlaws and All-Star sprint show feature event. A maximum of 2 total car owner points Provisionals

Provisionals Continued

per sanctioning body per year. The Provisionals will be available to the top twenty in points for that feature event.

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.

The designated work area will be perpendicular to that driver's hauler only.

Black Flags Continued

Any car nosed into to its hauler during competition will be presumed retired and not allowed to return to competition during that event.

Red Flag and Fuel Stops —

When a RED flag is displayed, cars must stop as quickly and as safely as possible on the track. The track reserves the right to assess penalties (Fines or suspension) to cars not stopping as quickly and safely as possible. *All cars on the racing surface must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Cars are not permitted to move for any reason unless instructed by Officials.* 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. Penalties (*Fines, Suspension, or Disqualification*) will be assessed to teams going to an accident scene during a red flag. 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 the original starting order with the involved cars to the rear of the line-up.

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 *but may change due to extenuating circumstances.*

During a red flag situation, the starter will make a determination if the red flag will be an OPEN or CLOSED stop. Crew members may not work on the car under a CLOSED stop. During an OPEN stop approximately five (5) crew members are permitted onto the track, at their car, for refueling or adjusting purposes. Any repairs and/or adjustments, except changing a tire or wheel, can be made to the race car. All crew members must leave the track when told to do so. Any team with crew still on the track when the majority of the cars have restarted will be sent to the rear in the order they were running. Crew members may work on the car only with tools that can be carried by hand. 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, then cars 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 will be given two laps to make repairs of any race damage. (This does not allow for refueling or changing of tire that is not flat) The laps will begin once the car has reached their pit stall. No driver will be granted an additional two laps in the work area on the same lap unless they are involved in an additional incident involving race damage. Anyone drawing an

Red Flag and Fuel Stops Continued

intentional caution, as determined by the officials, is cause for disqualification. After the completion of the halfway mark, the two-lap period will no longer be in effect. It is illegal to make repairs on the race car while on the speedway. Track exits are inside turn 3 for the front pit area and outside turn 2 for the back pit area. During competition, cars exiting the track using any other exit shall be considered retired from that event and will not be allowed to rejoin that event. Cars brought to the pit area by a Williams Grove tow or push truck under caution are exempt from this restriction. 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.

1. Unless otherwise announced via the public address system or driver radios, all heat cars will be required to report to the scales at the conclusion of heat races. For features, the top three finishers will be weighed. Penalties will be assessed for not going directly to the scales, unless otherwise directed by officials.
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.

Push Truck and Wreckers —

Push truck and wreckers are permitted to enter the pit area if they follow the following rules and regulations. They 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 they take any chances of any kind. SAFETY IS A HIGH PRIORITY TO EVERYONE – PUSH TRUCKS AND WRECKERS, 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. Williams Grove is not responsible for damage to Tow trucks or wreckers under any conditions. Tow or push at own risk. Check your insurance coverage

- a. Push trucks and wreckers will be assigned to cover a specific area of the speedway and help out in the pit area. It may be necessary to cover other areas as well.
- b. 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.
- 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

Push Truck and Wreckers Continued

- 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 should be willing to 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. Drivers and helpers are required to remain at their vehicle whenever there are cars on the track.
 - f. No reckless driving.
 - g. No clowning around or yelling at spectators in the grandstand – drivers and helpers are in full view of everyone.
 - h. No alcoholic beverages permitted in the pit area at any time.
 - i. Help out whenever asked. Remember drivers and helpers are permitted in the pit area to help; being a spectator 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.
 - 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.
 - r. When pushing off cars for the start of the feature or after red flag stops, start with those cars at the front of the pack.

Protests —

The right to protest lies with the competitor and his authorized agent. An acting official, even in the absence of a protest can take action as the case warrants. Verbal protests accompanied by a cash protest fee must be presented to an official 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 \$1,000.00 and increased by the scope of the protest. For example, removing a cylinder head \$2,000.00, removing a crankshaft will require a \$5,000.00 fee. TIRE PROTESTS: Tire protests may involve one and/or both rear drive tires. The protest fee will be \$1500.00 per tire and a protest filing fee of \$750.00. The protest will require the submission of the protested tire(s) by the car owner, driver and/or designated representative. The tire(s) samples involved

Protests Continued

in the protest will be shipped, processed and chemically analyzed at a facility designated by Williams Grove Speedway. The determination of the facility will be final and non-appealable. 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. Williams Grove Speedway reserves the right to accept or deny any protest based on their sole discretion. 'Grudge' protests and/or any protest that are 'not in the spirit of good standing' will be denied.

- A. TIRE PROTESTS: Tire protests may involve any tire. The fee will be \$1500 per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by Williams Grove Speedway to the authorized laboratory for benchmark testing. The determination of the facility will be final and non-appealable.

Conduct detrimental to Williams Grove Speedway —

Conduct deemed by Williams Grove 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 Williams Grove 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 Williams Grove 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,

Conduct detrimental to Williams Grove Speedway Continued 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.

Tow Money

Hotel money will not be offered

410 Tow Money \$100.00

358 Tow Money \$40.00

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).

T-Shirt Trailers and Vans

All competitors with t-shirt trailers or vans must fill out a contract for approval before showing up on a race event. WGS staff will place the competitors or vendors unit where they see fit for logistic purposes and can deny entry depending on availability. They may be placed in the infield by flag pole or along a fence depending on demand. Proof of Liability Insurance will be required ahead of time for approval. Williams Grove reserves the right to charge vendors at any time during the year with prior notice and can limit spots to the top 12 in Williams Grove current points.

410 Point Fund

1. \$18,000
2. \$5,000
3. \$3,500
4. \$2,800
5. \$2,100
6. \$1,700
7. \$1,400

358 Point Fund

1. \$1,500
2. \$1,100
3. \$850
4. \$725
5. \$600
6. \$525
7. \$500

Hoosier Diamond Point Fund

1. \$1,200
2. \$900
3. \$800

Notes

Notes

Contact:

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