

410 & 358 Sprint Car Rules

2024 BAPS Motor Speedway Rules & Procedures

1. Management reserves the right to reject any entry.
2. Management has the right to check any car anytime at no cost or protest fee. Refusal of this right will result in forfeiture of all monies earned at the particular event or if prior to competing, the right not to compete.
3. Any deviation to the following rules must be passed by the technical inspector. Disqualification may occur per track officials.
4. No crew members are permitted around the scales when weighing cars. Disqualification may occur per track officials.
5. No competitors are allowed to be around cars that are under tech inspection. Driver and ONE crew member only unless instructed by tech officials otherwise.
6. Any car found to be illegal after the feature will be disqualified and lose all points and money earned for the night. Driver and/or car owner of any car found to be illegal after the feature, as far as engine or fuel may be suspended for the minimum of the following: two race meets. Major offenses, as determined by management, could result in total suspension at said track.
7. Get your car on track promptly for the start of race. When the pit steward calls your car for your race, get it out on the track in time. Cars not on track in time will have to start in the rear. After the starter has given a signal to pole car to move, any car coming on the track automatically falls in at the rear of the field.
8. Use good judgment when car malfunctions by staying out of the racing groove so as not to hinder others.
9. Please refrain from use of profane language or repeated criticism of officials. This could result in suspension of the car and driver. Driver is responsible for any misbehavior of any person or persons signed into the pits with their crew.
10. Alcoholic beverages are not allowed in the pits until all races are complete. Violators will be suspended from competition for a time designated by officials. Driver is responsible for anyone with their car.
11. Any driver retaliating after the checkered flag will not be allowed to race the next race they are eligible to run.
12. Any party who willfully or maliciously uses a race car on the track or in the pit area to injure, destroy or damage another person or personal property will be suspended plus subject to arrest.
13. No one is permitted at the pit fence during racing activities.
14. No one is allowed to ride in or on a racecar at any time.
15. Unsportsmanlike conduct on track or pit area may lead to suspension of car and/or driver.
16. Anyone fighting in pits or on track will be subject to disciplinary action.
17. Any crew member caught going into another team's pit area and/or trailer that results in a brawl or fight will automatically be subject to disciplinary action that will be deemed appropriate by speedway officials or track management that could include point loss and/or fine and/or suspension and/or probation. Maximum fine of \$1,000.

18. There will be no harassment of officials, tow truck operators, safety crews or ambulance crews. Anyone striking or threatening an official with bodily harm will be suspended permanently.
19. Any driver involved in a red flag accident must be checked by the ambulance crew.
20. Drivers may not get out of their race cars on the track, except in emergencies. Drivers getting out of their car are done for the night and the following week. Drivers getting out to fight will receive a fine and/or suspension.
21. Any crew person going to the announcer's booth causing a disturbance will cause the car they are with to risk disciplinary action. Once again, the driver is responsible for the crew.
22. No infield running. Drivers coming off of the infield causing an accident will be disciplined.
23. Drivers & teams are responsible for conduct regarding social media towards the BAPS Motor Speedway, track officials, and/or divisions. Actions can result in possible suspension, point loss, and/or probation and will be determined by management.
24. Anything not covered in the rulebook is subject to the official's discretion because it is not addressed, do not assume it's legal.
25. Work Area: A designated work area will be provided for cars in the front pit and a work area for the cars in the back pit. Cars will only be given time to work on their cars in the feature only and only two laps will be given for a flat tire before halfway. After halfway there is no time given for a flat tire. Cars that do not go to the designated work area for a flat tire will not be given any time. No laps given for a flat tire in the heat races.
26. Flashlights, glow sticks, anything electrical and/or two-way radio communication or any electric communication with drivers will not be permitted.
27. Highly recommended that race cars have on board fire extinguishers or suppression systems.
28. Highly recommended that all race car trailers have fire extinguishers located at an easily accessible location.
29. Cars that exit the Turn 2 ramp under their own power from the racetrack will be disqualified for that event. The only exceptions would be unless they were told by the race director or being towed/pushed by speedway officials.
30. Any competitor and/or crew member who attempts to and/or does physical abuse to any event official, including pushing, punching, touching, grabbing, and/or grabbing officials' equipment, etc., will be subject to disqualification and/or fine, and/or suspension, and/or legal action, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.
31. Any competitor and/or crew member who verbally abuses any event official, event staff, and/or employee of BAPS Motor Speedway will be subject to disqualification and/or fine, and/or legal action, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$500.
32. Any competitor and/or crew member who goes into another competitor's pit area or to any a competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine, and/or suspension, and/or loss of points, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.
33. Any competitor and/or crew member involved in an altercation that results in physical contact will be subject to disqualification, and/or fine, and/or suspension, and/or loss of points,

and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$1,000.

34. Any competitor who fails to quickly stop for a red flag or drives through the incident area will be subject to a two running position penalty and/or disqualification, and/or fine, and/or suspension, and/or loss of points, and/or any other action deemed appropriate by track officials or track management. Maximum fine = \$500.

35. Any competitor and/or crew member who goes out onto the racing surface or any other controlled area including infield when closed to team members without permission under a controlled period will be subject to disqualification and/or fine, and/or suspension, and/or loss of points, and/or any other actions deemed appropriate by track officials or track management. Maximum fine = \$500.

36. Drivers Meeting

a. All drivers must attend the drivers meeting. Drivers in violation of not attending the drivers the meeting could face a fine, loss of driver's points, owner's points, and/or suspension.

b. The number of race cars starting each event and the number of laps for each event may be announced at the drivers meeting.

c. Any changes in the basic event night program due to car count, track conditions, and/or any other circumstances may be announced at the drivers meeting.

2024 410 & 358 Sprint Car Rules

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 weight 1,425 pounds (with driver). All 358 Sprint Cars must weigh 1,550 pounds (with driver). 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. Weight cannot be added, moved, or replaced during yellow or red flag conditions. 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 three attempts to make weight at the scales. Penalties will be assessed for not going directly to the scales, unless otherwise directed by officials.

Bodies

The body should give the appearance of completely covering the car's frame and should be fully painted. All cars must run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on coil-over cars. The maximum outside hood width will be 30 inches. The hood may be multiple piece design, but visually it must appear to be one continuous piece in side-to-side and front-to-back manner. The maximum depth of the arc (belly at the front of the nosepiece when measured from a perpendicular point across the flat plane on the top of the nose piece will be 5 ½-inches. Hoods are mandatory during racing.

One-piece tail and fuel tanks are allowed but must be streamlined. No side foils, rudders, or panels are to extend beyond rear cage on any side. No body pieces to extend beyond or underneath front torsion tube except hood. No wedges or foils underneath racecar. Side body panel designs or concave surfaces that, in the sole discretion of the BAPS Motor Speedway officials, are intended to trap, alter, or direct air flow for the purpose of gaining an aerodynamic performance advantage will not be permitted.

Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of seven inches as measured from the outside edge of the middle frame rails and must remain above the hip rail. The sole purpose of this area is creating elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle.

Any new body designs including, but not limited to side body panels, hood design, nose pieces, and/or any other part of the exterior body must be approved by the BAPS Motor Speedway technical inspector prior to being introduced to competition. No gurney lips or turnouts are allowed on any body's panel.

Radius rod protectors will be permitted. The maximum protector vertical opening will be 10-inches in height and 24-inches long and it must not extend more than 3 ½-inches from the outside edge of the bottom frame rails.

A maximum 1 ½-inch wide by 20-inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees. A 1-inch x 4-inch turnout on forward cockpit left side panel will also be permitted as a fume deflector.

Shock Absorbers

Only conventional and thru-rod style shock absorbers will be permitted. Any new style shock or any shock not approved by BAPS Motor Speedway must be approved by BAPS Motor Speedway prior to being placed into 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.

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

Bumpers, Nerf Bars, & Front Axles

No TITANIUM! Only nerf bars made of steel at least one inch in diameter will be allowed. Nerf bars, which offer adequate protection in the event of 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 ½-inches from the center of the front axle. (Highly Recommended) Left and right nerf bars. All left and right side nerf bars must attach to the chassis at three points. Two-point side nerf hoops will no longer be allowed under World of Outlaws rules.

Rear bumpers must have a minimum thickness of .065-inches.

Only magnetic steel front axles are allowed. No front anti-roll bars are allowed. The minimum front axle size will be 2 3/8-inch diameter x .095-inch material thickness, larger material thickness may be approved at the discretion of the BAPS Motor Speedway technical inspector.

Brakes

358 rotors must be steel, aluminum, or titanium.

Chassis

Roll cage to be constructed to provide maximum protection. Gussets should be used in the driver's compartment. The roll cage must be constructed high enough to cover the driver's helmeted head. No elliptical tubing used on or as part of the main frame structure. The driver's right side opening must be a minimum of 15 vertical inches and 20 horizontal inches at all points.

Wheel Base: 358 – Must be between 83-90-inches; 410 – Must be between 85-90-inches.

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-inch 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 slop 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-inch. (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.

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 ½-inches.

The cockpit horizontal hip rail will have a maximum outside width of 32-inches.

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

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

Only those areas indicated will be subject to technical inspections.

Suggested material: 4130 normalized.

Top Rails: 1 ½" x .095

Upper Rails: 1 3/8" x .083

Bottom Rails: 1 3/8" x .095 or 1 ½" x .083 (1 3/8" x .083 allowed for 358 competition)

Rear End Safety Bar: 1 1/4" x .065 (358 Sprints) (mandatory piece)

Roll Cage Uprights: 1 3/8" x .083 Brace: 1 ¼" x .065

Roll Cage Top Cross Members: 1 ½" x .095

Chassis Support bars: All chassis will be required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area and will be mandated for 410 division and for the 358 division starting in 2020. The new support bars must be an addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be tolerated or allowed at the discretion of BAPS Motor Speedway Officials. The left and right-side support bar do not have to be the same. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material. Left and right-side support bars may be one of the three designs below. Left and right-side support bars do not have to be of the same design. Right side body opening shall remain the same 10 vertical inches and 21 horizontal inches. The left side paneling may extend to but not forward of the support bar. The use of 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 BAPS.

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

3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of 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.

Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3-1/2 inches from the outside edge of the bottom frame rails.

All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.

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

Engines and Driveline — 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 competition. Approved Front Drive Magneto System: Moroso 60205 & 60206 Magneto ignitions only. 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

Engines and Driveline Continued 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 a car is to be inspected and there is no inspection plug, oil pan removal will be required for inspection.

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

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 of stock configuration mandatory. Stock OEM valve guide angle - all Chevrolet OEM heads and Chevrolet aftermarket heads must have a 23 degree valve guide angle, plus or minus 1 degree. (milling of heads permitted). All Ford OEM 302 Boss heads and Ford aftermarket Type "N" heads must have a 10 degree valve guide angle, plus or minus 1 degree. All other Ford heads must have a 20 degree valve guide angle, plus or minus 1 degree. Other manufacturers contact speedway management for valve guide angles. Port and polishing of heads are permitted. No raised intake runners or spread port exhaust. No modification to push rod area on intake port. 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 in a forward mounted and/or front mounted position will not be 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.

Fuel and Cells

Approved fuel bladders are required 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.

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.

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.

BAPS Motor 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. 2-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. Gauges to monitor engine conditions are permitted at the discretion of BAPS.
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. Onboard tire air compressors will not be allowed for competition. A comprehensive study is ongoing that will address pricing, product availability and other issues before determining the future legality of this product.
11. No drones or electronic aircraft allowed at Speedway unless approved by BAPS.
12. Sunshields that restrict the driver's vision, restrict driver exit or direct air will not be permitted at the discretion of BAPS official.
13. No mirrors of any kind may be used.
14. Drilling of any bolts, fasteners or heim ends is prohibited. No hollow fasteners allowed.
15. The use of electronic logic processors (this includes traction control devices) to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which intended use is computer downloading, is strictly prohibited. Computer operated and/or controlled parts, such as fuel injection, fuel systems, chassis

adjusting systems, etc., will not be permitted at any time during any event. The use of any electronic remote and/ or wireless equipment capable of adjusting any equipment and/or function on the race car 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. (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 there for 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 the front pit area is limited to 410 sprint cars, drivers running both divisions, top 3 in 358 sprint car points from previous season, 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 2024 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 2024

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

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

2024 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 16 18 inches and left rear maximum width is 15 inches. No plastic 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: Beginning with the 2017 racing season wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel or titanium only. 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 BAPS 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, altering and/or covering) of tire sidewall markings in any manner will not be permitted, unless approved by a BAPS Motor Speedway 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.

b) Maximum 1" removable wickerbill (subject to change in conjunction with national series rules) 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 a): Center foil maximum size of 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. 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 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.

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 1" 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.

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.

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 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 or drive.

I. Knee pads or padded steering.

J. Minimum 3-inch wide seat belts, no more than 2 years old, mounted to frame with bolts or looped over frame tubes, belts traveling through bottom of seat. Minimum 3-inch wide shoulder harness, double over the shoulder, military shoulder straps with anti-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. Follow manufacture installation instructions. 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 device should meet SFI 38.1 specifications and display a valid SFI 38.1 label. The head and neck restraint must be SFI 38.1 approved and display a legible and valid SFI 38.1 label. Arm restraints are 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: By the first WoO racing event of 2023 fire suppression systems will be required on all World of Outlaws Sprint Series competitors.

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 relabeled by the manufacturer.

E) If a nozzle is connected to the cylinder with a line, the line must be steel or steel 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 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.

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 BAPS 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.

D. Tethers of any type must be installed and used in accordance with the manufacturer’s instructions. 2019 was the last year “bolt to bolt” radius rod axle tethers were allowed. Starting in January 2020 all axle tether systems must clamp to or wrap around the axle per the manufacturer’s instructions. (According to World of Outlaw Rules).

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 grove 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) and maintain their 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 BAPS Motor Speedway Officials prior to being introduced into competition.

Any manufacturer seeking approval of parts or components must contact BAPS Motor 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 BAPS MOTOR SPEEDWAY SPECIFICATIONS OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT REQUIREMENTS IS SUBJECT TO AUTOMATIC DISQUALIFICATION AND/OR PENALTIES.

2024 General Rules —

BAPS Motor 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 are NOT covered by insurance.

Every person who enters into the pit and racing area, or participants in competition sanctioned or promoted by BAPS Motor 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 BAPS Motor 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 Susquehanna Speedway Inc DBA BAPS Motor Speedway must be notified in writing. All prize money earned by individual teams will be credited to the driver, unless the speedway is notified in writing otherwise. No prize money will be released without a current W-9 on file. 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 Susquehanna Speedway Inc DBA BAPS Motor Speedway. 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 Susquehanna Speedway Inc DBA BAPS Motor Speedway., 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 BAPS Motor Speedway officials. BAPS Motor Speedway officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition. 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 Baps Motor Speedway 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.

Starts

- a. The race will begin immediately once the racing surface is clear and the cars are properly aligned in their assigned starting positions.
- b. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended and/or fined at the discretion of the track officials.
- c. Once the allotted time (announced at the drivers meeting) allowed for being on the track or in the push-off lane, ready to race, has expired, any late car will be penalized two starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time-to-time at the discretion of the track race director.
- d. All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of track officials. Initial starts will take place within a designated area that will be identified at the drivers meeting. Drivers out of line or jumping the start before the start of the race will receive a warning. The second offense, the driver will be penalized and will be moved back one row. Restarts will take place within a designated area that will be identified at the drivers meeting. Any car out of line and/or passing before this point on a restart will be penalized two positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized two positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event. All front row cars must choose their racing line coming out of turn three and must maintain that line until the start or restart occurs. Failure to do so will result in a two-position penalty.
- e. In the event the race is not properly started by the two front row cars, the responsible car(s) will be moved to the second row. Car(s) will receive a warning the first time. Failure to acknowledge and comply on the ensuing restart will result in the car(s) moving back a row. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event.
- f. Alternate starters for any race will not be permitted to start any race after the original start has taken place.

38. Single File Starts

- a. After the initial lap is complete, the follow divisions will use single file restarts for all restarts: Late Models, Legends, 410 Sprint Cars, 358 Sprint Cars.
- b. A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
- c. All cars must pass to the right of the restart cone in a single file, nose-to-tail manner.
- d. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment, and/or is guilty of an excessive gap between cars, then that car will be penalized two positions after the next change of flag or at the end of the race, whichever comes first. Any car in the last two running positions of the restart that commits an offense will be allowed to restart but will be penalized two finishing positions. If there are multiple violations, the car may be disqualified from the 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.

Any car nosed into 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. 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 or suspension) 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.

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. The car will rejoin the field at the tail of the lap it is on once the work has been completed. 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. If repairs are made on the track, the car and driver will be disqualified.

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

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

1. 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. BAPS Motor SSpeedway 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 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 which has filed the protest. The tire(s)/ samples involved in the protest will be shipped, processed and chemically analyzed at a facility designated by BAPS MOTOR 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. BAPS Motor 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 \$1000 (\$50) per tire. The protest will require the confiscation of the tire(s) protested. The tire(s) involved in the protest will be shipped by BAPS Motor Speedway to the authorized laboratory for benchmark testing. The determination of the facility will be final and nonappealable.

Conduct detrimental to BAPS Motor Speedway — Conduct deemed by BAPS Motor 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 BAPS Motor 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. In the event of a discussion with a team regarding a possible rule violation, that discussion will be carried out IN THE TEAM'S TRAILER with the car owner, driver and, if necessary, the crew chief ONLY – no other crew members or persons will be permitted. If any other person(s) attempt to interfere with the discussion, the track official(s) will conclude the discussion and render a decision with regard to disqualification.

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

BAPS Motor Speedway reserves the right to change or amend the rule book at any time and any situation to ensure the safety and well being of the speedway, fans, employees, volunteers, sponsors, media, push & tow trucks and competitors.