Sprint Car Specs
358 Sprint Specs
and
General Track Rules
Rule Book Disclaimer

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

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

In the case of drivers who have been injured 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 2017 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:

1. 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).

2. 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.

3. 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).

4. 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.”

5. 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.

<table>
<thead>
<tr>
<th>PRINT NAME HERE</th>
<th>SIGN NAME HERE</th>
<th>AGE</th>
<th>DUTIES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2
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 lessees 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  DUTIES
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE
I HAVE READ THIS RELEASE

SIGNATURE AND TITLE OF WITNESS  ADDRESS OF WITNESS
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 cars must weigh a minimum of 410 sprint cars (1400 lbs with driver) and 358 sprint cars (1500 lbs 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. If a car fails to go directly to the scales when required to do so, that car will be disqualified.

Bodies —
The body should give the appearance of completely covering the car’s frame and should be fully painted. All cars must run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on coil-over cars. The maximum outside hood width will be 30 inches. The hood may be a multiple piece design, but visually it must appear to be one continuous piece in side-to-side and front-to-back manner. The maximum depth of the arc (belly at the front of the nose-piece when measured from a perpendicular point across the flat plane on the top of the nose piece will be 5-1/2 inches. Hoods are mandatory during racing. One-piece tail and fuel tanks are allowed, but must be streamlined. No side foils, rudders or panels are to extend beyond rear cage on any side, no body pieces to extend beyond or underneath front torsion tube except hood. No wedges or foils underneath racecar. Side body panel designs or concave surfaces that, in the sole discretion of the Williams Grove Speedway Officials, are intended to trap, alter or direct air flow for the purpose of gaining an aerodynamic performance advantage will not be permitted.

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

Any new body designs including, but not limited to side body panels, hood design, nose pieces and/or any other part of the exterior body must be approved by the Williams Grove Speedway officials prior to being introduced to competition. No gurney lips or turnouts are allowed on any body’s panels.
Bodies

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 3-1/2 inches from the outside edge of the bottom frame rails.

A maximum 1-1/2 inch wide by 20 inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees. A 1-inch by 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. Beginning January 1, 2015 any new style shock or any shock not approved by Williams Grove Speedway previous to this date must be approved by WGS 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 and bumpers made of steel at least one-inch in diameter will be allowed. Nerf bars, which offer adequate protection in the event contact with another car, are mandatory. Nerf bars must be bolted or roll pinned to the vehicle. No pop rivets may be used to fasten nerf bars, bumpers or wings. Nerf bars may not extend past outside of tires. 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.

Rear bumpers must have a minimum thickness of .065”.

Only steel front axles are allowed. No front anti-roll bars are allowed. The minimum front axle size will be 2 3/8 diameter x .095 inch material thickness.

Brakes —

358 Rotors must be steel or aluminum.

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 all point.
Chassis Continued

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

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 or steel.

All cars must utilize either a drive line strap or a driveline hoop restraint constructed of .065” steel either welded or bolted to the chassis. Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must either be replaced, welded or bolted by the first 2016 WGS event. Bolted tubing must use a minimum 5/16” grade 8 bolt with a locking type nut. No split lock washers. No slotted drilling. Existing slip-tubing with a working, integrated clamping system may be used when located forward of the rear motor plate. Such clamping systems must be approved in writing by WGS prior to being introduced into competition.

- Current approved clamping systems:
  - Maxim

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

NO cockpit adjustables (wing sliders exempt).

The top of the roll cage shall have a maximum outside width of 29-1/2 inches.

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

The bottom frame rail will have a maximum outside width of 26-1/2 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” x .083 (mandatory piece)
Roll Cage Uprights:  $1\frac{3}{8}$" x .083
Brace:  $1\frac{1}{4}$" x .065
Roll Cage Top Cross Members:  $1\frac{1}{2}$" x .095

Sprint Car Chassis Spec

ALL TUBING SIZES ARE MINIMUMS
SUGGESTED MATERIAL:
4130 NORMALIZED
Side Panel Configuration

![Diagram of side panel configuration with dimensions 21" minimum and 10" minimum.](image)
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 not be allowed. 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.

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.

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.
Engines and Driveline Continued

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. 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.

No fuel additives will be permitted. This includes nitro, nitro methane, or nitrous oxide injection. Only pure methanol may be used.

Miscellaneous —
No two-way radios or other means of electronic communications.
No mirrors of any kind may be used.

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

The use of electronic logic processors (this includes traction control devices) to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which intended use is computer downloading, is strictly prohibited. Computer operated and/or controlled parts, such as fuel injection, fuel systems, chassis adjusting systems, etc., will not 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 competition only) (Penalties will be enforced by Speedway Management based on protest penalty procedures)

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.

Parking in 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.

**Tires and Wheels — 410 and 358 —**
- Hoosier brand track-specific tires are Mandatory for left and right rear
- Any brand tires allowed for the front

**Hoosier**
**Front Tires**
Map pricing $167.00
Park #31-131 85/8.0-15 D12
Part #31-132 85/8.0-15 D15, D20
*Same as current front tires

**Left Rear Tires**
Map pricing $200.00 each
Part #38-137 15.0/90-15 H12
Part #38-147 15.0/92-15 H12
Part #38-157 15.0/94-15 (SH) H12
“94” left will be offered in a short and tall*
Part #38-159 15.0/94-15 H12, H15
Part #38-167 15.0/96-15 H12, H15
**Tires and Wheels**

**Right Rear Tires**

Map Pricing $200.00 each

Part #38-221 105/16.0-15 H15, H20, Medium
Part #38-230 105/18.0-15 W18

Stock HR-15 tires will be allowed to be depleted in competition before the May 13 World of Outlaws Tune-Up event.

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

*Factory development on the 105/16-15 has been conducted on a 17” wide wheel so the recommended wheel width is 17”.

*The minimum recommend 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 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) system. Must comply before May 18th 2017. (All Stars will mandate on their April 28th event).**

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

**TOP WING —**

**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.

**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.
TOP WING

b) Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

410 c) 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) 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) The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing allowing adjustment forward and backwards only.

e) Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

f) No foils or rudders will be permitted anywhere on the top wing.

FRONT WING —

a) Center foil maximum size of 6 square feet with a maximum width of 36 inches. Center foil must be square or rectangular in shape with all four corners set at 90° angles.

b) Center foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

c) A maximum 1” removable 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.
FRONT WING Continued

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 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.
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. Woo will mandate this by may 10 2017. All Stars will mandate this by Jan 1st 2017.
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.
Highly Suggested Safety Equipment Continued

N. Windshield screens are highly suggested with a minimum of .090” screens.

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

Seats: Aluminum and/or carbon fiber-type seats will be permitted. All seats must be mounted to the frame as required by the seat and chassis manufacturer. All seats must be installed and used in accordance with the manufacturer instructions. Only the following seats have currently been approved for competition;

a.) Butlerbuilt – Advantage, EZ Series, BBP-1308-02 ProSprint
b.) The Joie of Seating – SPR01, Full Custom, DL-SS-2014 Sprint Custom
c.) Richardson – R39, R39 Deluxe
d.) Fiberworks – SCS
e.) Kirkey – 69, 69 Sprint, 79, 79 Sprint
f.) Ultrashield – VS Halo – 72000, 720000, 75000 and 8000 Series
g.) RaceTech Sprint

B. The driver’s left side head rest / helmet surround, must extend at least 4”-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

C. An approved driver’s cockpit net is mandatory for the left side if the Helmet head rest/helmet surround is less than 7” inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer’s specifications. The following nets have been approved for competition;

a.) Safety Solutions (Sprint Car Net)
b.) Simpson DN-SPR
c.) Speedway 91073

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.

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
Highly Suggested Safety Equipment Continued

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

Radius Rod Tethers Part Numbers
  CRA – 102 – 255 – A
  CRA – 102 – 265 – A
  CRA – 102 – 27 – A
  CRA – 102 – 275 – A
  CRA – 102 – 28 – A

King Pin Tethers
  CRA – 103 – 53 – A
  CRA – 103 – 54 – A
  CRA – 103 – 55 – A
  Butlerbuilt BBP-4924

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.

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.
2017 GENERAL RULES

2017 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 are 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.

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 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 completion by Williams Grove officials. Williams Grove officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition. It is ultimately the obligation of each participant to ensure their conduct and equipment complies with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others. Any team backing out before the end of event without approval from flagman will result in a fine. 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.

**410 Handicapping —**
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 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 feature 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 draw. 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 allowed to draw for heat position. If the driver is to make it into a qualifying position they will start in the back position of the handicap cars in the feature for the next racing event. The feature will be handicapped according to average money earned. 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 regards to the number of races run, but money earned will not be included for handicapping.
410 Handicapping Continued

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

If three (3) heats are run, six (6) will qualify with the top four (4) finishers handicapped to the front. If four (4) heats are run, up to 36 cars, five (5) will qualify with the top three (3) handicapped and one (1) consolation will be run; more than 36 cars, four (4) will qualify with the top three (3) handicapped 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.)

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 start in its placed position (according to their average money earned).

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

358 Sprints Handicapping —

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 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 feature 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 draw. 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 allowed to draw for heat position. If the driver is to make it into a qualifying position they will start in the back position of the handicap cars in the feature for the next racing event. The feature will be handicapped according to their average points. The number of races run divided into money paid computes average points.

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

If three (3) heats are run, six (6) will qualify with the top four (4) finishers handicapped to the front. If four (4) heats are run up to 36 cars, five (5) will qualify with the top three (3) handicapped and one (1) consolation will be run; more than 36 cars, four (4) will qualify with the top three (3) handicapped 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 eight (8), 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.

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

On initial starts, cars must stay in a nose-to-tail formation with the inside car 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 flag is displayed. A false start will be called for anyone not staying nose-to-tail or passing cars before the 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 flag is displayed. All front row cars may be given only one chance to start the race. If the race is not properly started, the responsible car or cars will be moved to the second row.

On initial starts, drivers must gradually increase their speed after the pace car exits the racing surface. Drivers are not to accelerate to full speed until the front row reaches the white line. It is the race leader(s) responsibility to start the race at the white line. The leaders (front row) on the original start must work as a team to perfect a good quality start every time. The green flag will be displayed at any point after the lead cars reach the white line between the third and fourth turns. If a yellow is displayed before the field completes the first lap, a complete two (2) abreast restart shall be made with the exception that any cars not completing the first lap or stopping in the pits shall be placed at the rear of the field.

If the field completes the first lap under the green, the first lap shall be scored and any subsequent yellow flags shall result in the cars lining up single file. Any cars not completing the lap, in which the yellow is displayed, shall be considered involved in the accident and placed at the rear of the field. During the running of any event, the pits will be closed when the pace car passes the flag stand with the one lap until restart sign showing.

On restarts, cars will line up single file and must be in a nose-to-tail formation, not to either side of the cars ahead or behind. Any car not in the nose-to-tail formation will be subject to jumping penalties of one (1) position at the next caution flag or at the end of the race. All single file restarts will take place as the lead cars exit turn four. Any car passing or racing before the cone will be penalized two (2) positions for each car jumped. The leader should not pick up speed until he/she exits turn four. All cars must pass between the cone and the outside wall in single file order. Any car going to the inside or knocking over the cone will be penalized two (2) positions at the next restart or at the end of the race if no restart occurs.
410 & 358 Sprints Handicapping Continued

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.

Cars one lap down will maintain their positions in the field in the event of a caution flag. Cars multiple laps down will be placed at the rear of the field. Any lapped car, which passes the leader and goes to the rear of the field, is merely penalizing himself, as he/she is still one (1) lap behind the field. Any driver attempting to improve his/her position while running under the yellow flag will be returned to his/her rightful running position and faces a possible penalty for delaying the race. Refusal to maintain proper positions will result in a one (1) lap penalty. Cars stopping on the track during a yellow flag, unless stopping to avoid an emergency vehicle will be placed to the rear of the field. Drivers exiting their cars during an event for any reason other than an emergency or an open red, will be disqualified for that 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 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. 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. Under yellow flag conditions before the completion of one lap, drivers will slide rows.

A fuel stop will occur when it becomes apparent that we will surpass a total of 55 green and yellow flag laps in any event.
Red Flag and Fuel Stops Continued
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 on the track, at their car, for refueling or adjusting purposes. Crew members may work on the car only with tools that can be carried by hand. There will be no tire or gear changes on the track. No jacks or jack stands will be permitted on the track. Any car going to the pit area during a red flag or fuel stop will be put to the rear of the field when the race is resumed. Fuel stops will be for five (5) minutes, 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 getting a flat tire will be given two laps to replace the tire and rejoin the race. It is illegal to make repairs on the racecar while on the speedway. If repairs are made on the track, the car and driver will be disqualified.

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

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

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

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.
Push Truck and Wreckers Continued—

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 must help run in the track when requested to do so. The track management will make every effort to have the track ready before race time.
e. 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.
Protests Continued—
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 $500.00 and increased by the scope of the protest. For example, removing a cylinder head $750.00, removing a crankshaft will require a $1000.00 fee. Any additional charges incurred during the protest including determining the outcome of the protest or the reimbursement of tech officials will be added to the protest fee. The protest fee less additional charges will be returned if the protest is upheld. If the protest is not sustained, the protest fee less additional charges shall be forfeited to the competitor being protested. All awards gained by a competitor who has been protested against will be withheld until the protest has been determined. All parties concerned shall be bound by the decision given. During a teardown, three members of the protested car will be permitted in the teardown area. Only the person lodging the protest will be permitted in the teardown area. Any car found illegal should result in the loss of prize money, which would have been earned and a fine may be imposed up to the amount won. Points for the race and points accumulated for the entire season may be deducted as a penalty. In the event of a scoring protest, only the driver, owner or his authorized agent may protest to the scorers.

Conduct detrimental to Williams Grove Speedway —
Conduct deemed by Williams Grove Speedway to be detrimental 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.

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 $80.00
358 Tow Money $40.00
Tow Money

Pay off window closes 30 minutes after the final event.

Points will be awarded in the feature event only. The winner will receive 250 points; second place 220, (3) 200, (4) 190, (5) 180, (6) 170, (7) 160, (8) 150, (9) 140, (10) 130, (11) 120, (12) 110, (13) 100, (14) 90, (15) 85, (16) 80, (17) 75, (18) 70, (19) 65, (20-24) 50. Also 50 points will be awarded to drivers and owners of cars that take a green flag. (Twin and Triple 20’s evenings will be treated as one (1) event and each driver taking a green will be awarded 50 appearance points for the evening, not each race).

Bonus money listed below will only be awarded for regular Williams Grove 410 Handicapped shows. Position money of $500.00 to any driver starting in positions 7-12 and $1000.00 starting 13-24 who win the feature. All ties for 1st place in point fund competition will be determined by wins and on thru. All other positions will be counted as ties.

The 2017 410 Sprint Point Fund —

1. $18,000
2. $5,000
3. $3,500
4. $2,800
5. $2,100
6. $1,700
7. $1,400
8. $1,250
9. $1,150
10. $1,100

The 2017 Hoosier Diamond Series Point Fund —

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

The 2017 358 Sprint Point Fund —

1. $1,500
2. $1,100
3. $850
4. $725
5. $600
6. $525
7. $500
8. $450
9. $390
10. $365
Contact:
Williams Grove Speedway
1 Speedway Drive
Mechanicsburg, PA 17055

Phone: (717) 697-5000