



CHASSIS

Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The safety inspectors have the right to deny any car from competition if they deem it is not safe for competition. No champ cars allowed. The roll cage must be a (4) post design. No elliptical tubing used on or as part of the main frame structure. A drive shaft hoop or strap is mandatory. Wheelbase no less than 83" and no more than 90". No additional anti-roll / weight transfer bars.

HOODS

All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion bar tubes or a similar location on coil over cars. The hoods may be a multiple piece design, but must appear to be (1) continuous piece. Rock guard and side panels will be allowed the same as last season. Hood and nose pieces may not extend above the frame and/or roll cage to create any additional aero effects.

BODY SIDE PANELS

Side panels may be installed according World of Outlaws rules. Minimum right side opening for outlaw chassis 10" X 21".

ENGINES

Only two valves and one spark plug per cylinder allowed. No titanium crankshafts or rods will be allowed. There must be an inspection plug in the oil pan, either a #12 AN fitting or a one inch plug. Maximum displacement of 410 Cubic Inch. Motors must conform to the corporate intent of Ford, GM, and Chrysler small blocks. No overhead cams, superchargers, or turbo chargers are allowed. No zoomie headers. (Spec. LS9 and LS7 GM engines will be allowed.)

- **440CI ENGINE OPTION:** Outlaw sprint competitors will be allowed to utilize the following sprint engine package which allows motors to reach a maximum displacement of 440 cubic inches, but will be restricted in the following forms: (this option may be altered to follow Knoxville rules)
 - 4.165" Maximum bore
 - 4.000" Maximum stroke (4.165" bore x 4.000" stroke = 436ci)
 - 15 Degree minimum valve angle to deck angle in head
 - 3.750" Maximum intake face height from deck to valve cover rail
 - 2 5/8" Maximum injector stack diameter for at least 4 inches of the stack length
 - 1 7/8 " Maximum header size from head to collector

FUEL INJECTION

Maximum of 3" inside bore diameter measured on the fuel injector body at the butterfly. (See intake stack size for 440ci engine option.)

WEIGHT RULE

Minimum of 1,375 pounds with driver after the race. Any added weight must be mounted with at least two (2) 1/2-inch diameter grade (8) bolts, painted white and have car number painted on it. All bolt-on weight must be between front and rear axles and between top and bottom frame rails, and must remain on car during the entire event. Cars not meeting these specifications will be disqualified.

BRAKES

Steel, aluminum, carbon fiber, or titanium brake rotors allowed.

WHEELS

No dual wheels allowed. No carbon fiber wheels allowed. No plastic wheels allowed. Maximum right rear width is 18in. and maximum left rear is 15in. Must be steel or aluminum.

TIRES (Amended 4-9-2012)

Right Rear – Goodyear 400 only

Left Rear – Goodyear 100 (or harder)

Fronts – Open



FUEL TANKS/FUEL

All fuel tanks must have a bladder. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. Fuel cells cannot be altered or modified and must be one piece construction of cross-link polyethylene plastic. A (33) gallon fuel cell is strongly recommended. Tank used for qualifying must remain for all events. Methanol or Ethanol fuel only. No performance enhancing additives allowed.

DRAG LINKS

Drag links must utilize an approved tether fastened to the frame. Captured steel heim ends and 1" diameter steel construction with .058 sidewalls is suggested for drag links and tie rods.

WINGS

TOP WING OPTION 1:

- 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° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c) Maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
- e) Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- f) No foils or rudders will be permitted anywhere on the top wing.

TOP WING OPTION 2:

Dished Wing (Please note, this is not World of Outlaws legal)

All of the above rules apply except the center foil may have a maximum dish of 2 1/2", not to exceed 48" back from front edge of wing. With this option, a wicker bill is not allowed.

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) No wicker bills or Gurney lips permitted on Center Foil unless the car is outfitted with Wing Option #1, in which case a maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d) Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
- e) The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.
- f) Center Foil must be one piece. No split or bi-wings will be permitted.
- g) Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.
- h) The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.



- i) No moving parts permitted on or in foil structure. No rudders or fins allowed.
- j) The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blue print specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
- k) The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Front foil thickness cannot exceed 3.6 inches.

Side Board Panels:

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

FRONT

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

TOP

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

ADJUSTABLE DEVICES

Only one cockpit adjustable device allowed will be one top wing slider mechanism. Said slider mechanism is to be one dimensional and allow for forward and backward movement only.

BOLTS

No hollow or drilled out bolts allowed on the drag link or tie rod.

BUMPERS & NERF BARS

All rear bumpers and nerf bars must be steel and hollow. No weight of any kind added to or inside of bumpers or nerfbars. Minimum (1) inch in diameter. Minimum (.065) thickness. Rear bumpers must be on at all times during the race. No car will be allowed to compete without a rear bumper. Front bumper maximum length is (8) inches.

FRONT AXLES

Steel only. Minimum size (2" x .156) (2 ¼ x .120) (2 3/8 x .095)

FLOOR PAN

Steel or aluminum only.

CARBON FIBER

Except for brake rotors, no carbon fiber parts allowed in the suspension or drive line.

LISTENING DEVICE

The functioning RACEceiver is mandatory in all competition. Channel must be 454.000.



SAFETY

Seatbelts should have the five or six point configuration of attachment to the frame or roll cage. The shoulder belts should be attached about waist high behind the seat to the frame or roll cage. Arm restraints are also suggested. Speedway reserves the right to withdraw any car from competition that it deems to have an unsafe seat and/or poorly mounted seat belts.

DRIVER'S EQUIPMENT: The driver's suit should be of multi-layered Nomex. Nomex underwear, socks and head sock are suggested. Driving gloves and racing shoes are required. No alterations. Speedway reserves the right to inspect any helmet for cracks or structural damage and reject if necessary.

CAR'S EQUIPMENT: Use a securely fastened steering wheel with a quick disconnect and removable steering wheel. No Aluminum roll cages, front axles, frames, rear bumpers or nerf bars. All roll cages must be higher than the driver's helmet. Opening on left hand side of cockpit must be a minimum of (14) inches. No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car. You cannot race without a hood. If you lose a rear bumper you may continue the race unless the car is stopped. If a red occurs you must replace the bumper in the allotted time before you can restart. A triangular safety net is suggested on the right side of the roll cage. Metal fasteners are strongly suggested. Left side net is suggested. A rock screen is required. If a competitor does not have a rock screen, he must have one installed before the next night. **MISCELLANEOUS:** Please use a neck collar. Knee pads or other devices to keep the knees from banging around on objects causing injuries are encouraged. Shoulder/helmet restraints are also encouraged. A padded head rest and roll cage padding around the cranial area is an important item. A type of Styrofoam or fiberglass insulation of (1) inch thick with an upholstery type covering is suggested. If you use armafax or foam rubber it should be considerably thicker.

NOTE

Any rules not covered here or any rules in question will be left up to the officials in charge. Their decision will be final.

TRANSPONDER MOUNT LOCATION:

39. AMB-it Transponder should be mounted on the right front. May be mounted on either vertical bar in front of front axle. *Remember the transponder will not read through metal and must be less than 2 feet from ground.

GENERAL RULES

Track officials shall have responsibility for rules regulations enforcement at all events. At the discretion of track officials in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All cars are subject to inspection at any time. Approval of vehicle by the inspector shall mean only that the vehicle is approved for participation in a competitive event and shall not be construed in any way to mean that the inspected vehicle is guaranteed mechanically sound. Be it further declared that the inspector shall not be liable, for any losses or injuries resulting from the same. Any unsportsmanlike conduct by the drivers, owners and/or pit crews shall be grounds for disqualification. Drivers are responsible for the conduct and action of their crew members. No alcoholic beverages will be consumed by driver or crew prior to or while competing. No use of illegal drugs. 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 event, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. Speedway officials shall be empowered to permit reasonable and appropriate deviation from any of the specification herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation of deviation of these rules is left to the discretion of speedway officials. Their decision is final.