

## Wayne County Speedway 410 Sprint Car Rules

All Star Sprint Car Series Body, Engine, and Suspension Rules with WCS Race Procedures. With the Exceptions Listed RR Tire

C) Personal Safety Equipment 1. General a) Each competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment. 2. Seat Belt/Restraint System a) Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacture). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage. A seven- point harness is recommended. b) Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat. 3. Protective Clothing a) All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label. b) All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, 8 shoes, and socks.. All drivers will be required to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label. 4. Seats a) 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's instructions. The following seats have currently been recommended for competition: i. Butlerbuilt – Advantage, EZ Series, BBP-130802 ProSprint ii. The Joie of Seating – SPR01, Full Custom, DL-SS-2014 Sprint Custom iii. Richardson – R39, R39 Deluxe iv. Fiberworks – SCS v. Kirkey – 69, 69 Sprint, 79, 79 Sprint vi. Ultrashield – VS Halo – 72000, 720000, 75000 and 8000 Series g.) vii. RaceTech Sprint All seats may be required to meet the SFI 39.2 specifications. The recommended driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list. 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 should meet the SFI 37.1 specifications, installed per the manufacturer's specifications. The following nets have been approved for competition: i. Safety Solutions (Sprint Car Net) ii. Simpson DN-SPR iii. Speedway 91073 The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list. d) A right side head restraint net and/or support are required. All head restraint nets should be equipped with quick release mechanisms. 5. Helmets

a) All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label. b) It is strongly recommended that helmets should have the Eject™ helmet removal system installed as per the manufacturer's instructions. c) At all times during an event including practice, qualifying and competition (excluding starting the car for engine warmup) 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. 9 d) Arm restraints are recommended and must be connected and used as instructed by the manufacturer. 6. Other (RECOMMENDED) a) No sharp and/or protruding edges in and around the cockpit. b) Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage. c) A clearly marked electrical engine shut off switch within the reach of the driver. d) A clearly marked fuel shut off valve within reach of the driver. e) Only SFI flame retardant seat, roll bar, knee and steering pads and/or padding should be utilized. f) A drive line containment system; either a steel torque ball housing made of a minimum .120 wall thickness magnetic steel attached to the firewall with steel and/or titanium bolts and/or a torque ball ujoint containment blanket is mandatory to shield revolving parts within the cockpit. g) All teams should have an easily accessible 2.5 gallon FFF fire extinguisher or its equivalent at the back of the team's transporter. K) Car Series Rules 21 1. Engines a) Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance +/- 0.000) will be permitted. The formula  $6.2932 \times \text{bore}^2 \times \text{stroke}$  will apply. Big block engines will not be permitted. b) The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted. c) The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted. d) Engines with the magneto and/or distributor in a forward mounted and/or front mounted position will not be permitted. 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. e) Only normally aspirated engines will be permitted. Turbochargers, superchargers and/or forced induction of any type and/or description will not be permitted. f) The maximum engine cylinder bore size shall be 4.165. g) All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy. h) Titanium crankshafts, connecting rods and/or rod caps will not be permitted. i) Only two (2) valves and one (1) spark plug will be permitted per cylinder.

j) 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. k) Only steel connecting rods with a maximum length of 6.000 inches will be permitted. l) All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00" pipe plug. m) In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition. n) Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles will not be permitted for competition. Carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted. o) A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one nozzle must be placed in the injector. p) A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position. q) Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a 22 back-up ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted. r) Steel and stainless steel headers will be permitted. Titanium headers will not be permitted. s) New engine components and/or new engine configurations must be submitted and approved by the All Star Sprint Car Series Director. t) If an engine is inspected and it measures over 410 cubic inches or is found to be utilizing a forward or front mounted magneto/distributor, the driver and the car will be disqualified. All earned points and money will be forfeited for that event and the driver, car and owner will be suspended for the next three (3) All Star Sprint Car Series events. NOTE: The engine may be checked at any time during an event or torn down after the event at the discretion of officials. If an official finds the motor to be illegal, the competitor will be given the opportunity to remove the cylinder head for clarification purposes. There will be a one hour time limit set for this process following the conclusion of the "A-Main / Feature Race". u) The A4MP Alternative 410 Engine Program. The A4MP Alternative 410 Motor Program will be permitted in all All Star Sprint Car Series events. v) The rules and specifications for this program are available at: [www.alternative410motor.com](http://www.alternative410motor.com) w) All winnings will be held until the motor is determined legal by means outlined at [www.alternative410motor.com](http://www.alternative410motor.com). 2. Fuel a) Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Pure methanol and/or other approved fuels will be permitted. Fuel samples may be taken from time-to-time for inspection and analysis. b) The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of the Official if the cell/tank has been contaminated and/or physically damaged for any unforeseen reason. c) A fuel cell with bladder and foam will be the only type fuel cells permitted. The fuel cell must be of one piece construction of cross-link polyethylene plastic. Alterations and modifications will not be permitted. d) All teams will be encouraged to run a 33 gallon fuel tank and bladder. 3. Muffler and Sound Reduction Devices Required

b) All mufflers must be securely mounted. Mufflers that are mounted with pop rivets and/or sheet metal 23 screws will not be permitted. d) The mufflers must remain attached to the headers at all times. All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate it could result in disqualification from that race. If the muffler and/or header is damaged from and/or altered from track debris, a crash and/or a physical defect and/or no muffler components were lost and/or missing the penalty will be at the discretion of Officials. e) Any muffler and/or header that has been altered in an attempt to gain a competitive advantage will not be permitted into competition and could result in disqualification. f) All muffler rules and/or decibel (DBA) constraints are subject to state and local regulations as well as monitoring Officials will aid in enforcing the rules and regulations of those agencies. g) When qualifying, any car determined to be in excess of the Decibel limit(s) set by either the track and/or any local agency, will receive only one (1) lap of qualifying at the end of time trials and the highest qualifying position the car may achieve is the first position behind the invert. If the car pulls off and no time is recorded, the car will be permitted one (1) lap at the end of time

trials. If during that attempt the car remains louder than the limit it will result in an automatic disqualification. 4. Traction Control Devices a) Traction control devices of any type are not permitted at any time, during any event. b) Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by Official may be issued. c) From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers. 5. Chassis/Frame a) All chassis/frames built after during and/or after the 2005 season should have a manufacturer's serial number and identification plate visible and welded on the left front side of the roll cage upright. b) Roadster type chassis will not be permitted. 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 points paying 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. c) The chassis must have a minimum of six (6) mounting points for securely mounting any manufacturer's seat per the seat and chassis manufacturer's specifications. 24 d) Drag links must be made of 4130 steel a minimum of one (1) inch in diameter and a minimum material thickness of .058 inches. Only magnetic steel tie rods and heim joints (rod ends) will be permitted. Swedging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.

e) Hollow and/or drilled bolts, fasteners, and/or heim joints (rod ends) will not be permitted. f) Only front axles made of magnetic steel will be permitted. The minimum sizes permitted will be; 2" x .156", 2 1/4" x .120 and/or 2 3/8" or greater x .095". Starting in 2017 minimum axle size allowed will be 2 3/8" x .095". g) Titanium front axles, nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires. h) Approved front axle tether systems are mandatory. 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. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacturer's provided fasteners. 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: Butlerbuilt BBP 4922-225 – 2-1/4" axle diameter Butlerbuilt BBP 4922-225 – 2-3/8" axle diameter Butlerbuilt BBP 4922-225 – 2-1/2" axle diameter 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. a) The front bumper must not extend more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of the front bumper must not exceed 23 1/2 inches. b) The top of the roll cage shall have a maximum outside width of 29.5 inches. Bracing that would prevent the driver's ability to exit through the opening and/or inhibit safety/rescue workers ability to extract the driver will not be permitted. 25 c) The cockpit horizontal middle frame bar will have a maximum outside width of 28.5 inches. d) The bottom frame rail will have a maximum outside width of 26 .5 inches. e) All tubing utilized in the construction and/or fabrication of the main frame must be round in shape. Any other shapes, such as elliptical (oval) tubing will not be permitted. f) Only steel, carbon fiber or aluminum floor plans will be permitted. g) The minimum wheelbase will be 83 inches. The maximum wheelbase that will be permitted will be 90 inches. h) Front anti-roll torsion bar assemblies (sway-bars) will not be permitted. i) All cars must have a driveline strap and/or a driveline hoop restraint constructed of a minimum of .065 inch magnetic steel either welded and/or bolted to the chassis. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 inch steel. j) Wings, bumpers and/or nerf bars must be positively fastened with bolts & nuts, hitch pins and/or roll pins only. For any car to be pushed off at any time the rear bumper must be in place behind the tail tank.

k) The only chassis and/or frame adjustable device, including adjustable shock absorbers that may be within the driver's reach will be one (1) top wing adjuster, for the top-wing slider mechanism. The slider must be one dimensional and allow forward and rearward movement only. l) The following frame measurements are minimum

dimensions. Only those areas indicated are mandatory and subject to technical inspections. In lieu of the "BUTT" BAR a car's rear end can be tethered to the rear chassis. ASTM4130 normalized steel is suggested. TOP RAILS 1 1/2" x .095" BOTTOM RAILS 1 3/8" x .095" or 1 1/2" x .083" ROLL CAGE UPRIGHTS 1 3/8" x .083" ROLL CAGE CROSSMEMBER 1 1/2" x .095" UPPER RAILS 1 3/8" x .083" REAR END SAFETY "BUTT" BAR 1" x .083" or 1 1/4" X .065 BRACE 1 1/4" x .065" m) Torsion arm stops will be mandatory on both sides of the front torsion bars. 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. Torsion arm stops must be installed and used in accordance with the manufacturer's instructions. The following torsion bar stops(s) have been approved for competition; Moose Block 1200 Retainer Kit All Star Performance All Star 10730 Retainer Maring Safety Retainer Butlerbuilt Mandrel KKR grove and clip Kaeding Clip DMI – T-REX (Torsion Restraint Express System) 26 Schroeder Part number "BARS" (for Schroeder bars with relief in ends) Schroeder Part Number: "RWLAR" (Wedge Lock) The approved Torsion Arm Stop may be revised from time-to-time with additional approvals and/or other changes to the approved list. 6. Weight a) All racecars must weigh a minimum of 1400 pounds with a driver fully prepared to compete in the car throughout an entire event. b) Additional bolt-on weight will be permitted, but must be mounted and fastened to the frame and/or chassis in a secure manner. All additional bolt-on weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. At the discretion of All Star Sprint Car Series Official's additional bolt-on weight may be mounted and/or fastened forward of the front axle, but not past the front torsion bar. All bolt-on weight must be painted white. c) The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted. d) The All Star Sprint Car Series scales will be available and open to scale cars prior to hot laps at every event. e) All cars will be weighed during qualifying. f) If a car is found to be light during qualifying, then that car will be permitted to make changes. After those changes have been made that car will be permitted to take one lap at the end of qualifying and can earn no position higher than the first position behind the invert. g) If a car is found to be light after its respective heat and/or qualifying race, that car will go to a consolation event (B-Main), but keep its times of record from time trials.

h) Any car that is found to be light after the Dash will be scored in the last Dash position. i) Any car that is found to be light after the A-Main, will be scored last, awarded last place points and receive last place money. In the event the first attempt is unsuccessful, each car will get a total of (2) two additional consecutive attempts to meet the minimum required weight of 1400 pounds. (3) Three attempts total. j) When instructed to do so by Officials, cars must proceed immediately to the scale area. Crew members and/or other race team personnel will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released by Official. k) Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the scaling process unless released by Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in. 7. Body 27 a) Only standard type Sprint Car bodies, tails and hoods will be permitted. b) Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted. c) Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle. d) Sunshields that restrict the driver's vision at the discretion of the All Star Sprint Car Series Officials will not be permitted. e) Wedges and/or foils underneath the racecar will not be permitted. f) Pieces that are added to the basic frame to resemble imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system will not be permitted. g) Mirrors of any kind, whether attached to the racecar and/or the driver will not be permitted. h) All cars must have a minimum of an 18 inch tall number on the outside of both top wing panels and a minimum 18 inch tall number on the top wing center foil. Any letter utilized as part of the car number must be a minimum of 12 inches tall. If there are cars at any event that carry duplicate car numbers then one of the two cars will be required to add a letter to the number for scoring purposes. i) All cars will be required to run a full sprint-type appearing hood with a maximum outside hood width of 30 inches. The hood must extend to the front of the torsion tubes and/or similar location on coil-over cars. The hood may be a multiple piece design, but visually, it must appear to be one continuous piece in side-to-side and front-to-back manner. j) The driver's right side opening must be a minimum of 10 inches vertical at any point and a minimum of 21 inches horizontal at any

point. k) Safety bar(s) and/or arm guard paneling that protrude outward from the frame rails for the purpose of creating room for the driver will be permitted. The guard(s) and/or paneling will be permitted to extend a maximum of 7"- inches as measured from the outside edge of the middle frame rails and must remain above the middle frame rail. The sole purpose of this area is creating elbow room for the driver. The elbow room must remain above the upper "middle" frame rail and may not extend rearward of the leading edge of the rear axle.

l) Rear radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3 ½ inches from the outside edge of the bottom frame rails. m) A maximum 1 ½ inch wide by 20 inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees. n) All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material. 28 o) Side body panel designs and/or concave surfaces that, in the sole discretion of the All Star Sprint Car Series Officials, are intended to trap, alter and/or direct airflow for the purpose of gaining an aerodynamic performance advantage will not be permitted. p) Any new body designs including, but not limited to side body panels, hood design, nose pieces and/or any other part of the exterior body must be approved by the Officials prior to being introduced into competition. 8. Wings a) Top Wing Center Foil i. Center Foil maximum size of 25 square feet with a maximum width and length 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. The center foil top must start being flat within 6" from the center foil's front leading edge. ii. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted anywhere on the wing. iii. A maximum 2" 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. Built-in wicker bills or gurney lips will not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of All Star Sprint Car Series Officials. Any such changes will be issued in writing prior to the even in which the change will be made. iv. The top wing may adjustable in the cockpit by the driver. Other than the slider mechanism- moving parts will not be permitted on or in the foil structure. v. Only one slider mechanism will be permitted on the top wing, which only permits forward and backward adjustment. vi. The maximum center foil thickness is 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. Split or bi- wings will not be permitted. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber and/or other similar material(s) will not be permitted in the basic framework of the wings. The top wing must not extend beyond outside of rear tires. vii. Foils or rudders will not be permitted anywhere on the top wing. b) Front Wing Center Foil i. The center foil will have a maximum size of 6 square feet with a maximum width of 36 inches and a maximum length of 24 inches. The Center Foil must be square or rectangular in shape with all four comers set at 90- degree angles. ii. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges and/or any other type of fabricated modification will not be permitted, anywhere on the wing. iii. A maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. The Wicker bill must be 90 degrees to the top of the center foil. Built-in wicker bills or gurney lips will

29not be permitted. The maximum dimension of wicker bill may change periodically at the discretion of Officials. Any such changes will be issued in writing prior to the event in which the change will be made. iv. The maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches. v. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. The Center Foil top surface from side to side must remain flat. vi. The Center Foil must be one piece. Split or bi-wings will not be permitted. vii. Only wings fabricated of metal alloys will be permitted. Fiberglass, carbon fiber or other similar material(s) will not be permitted in the basic framework of the wings. viii. The Front Wing must not extend beyond the outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary and/or in motion. ix. Moving parts will not be permitted on or in the foil structure. Rudders or fins will not be permitted. x. 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 Y2 inches from the rear of the foil may not be deeper than 3/8-inch with no tolerance. 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). xi. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, not 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. c) Side Board Panels i. 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 will be permitted. Adjustable bracing will not be permitted. ii. Aero elliptical brace material will not be permitted. iii. Brace or support shall not resemble a wicker bill or a split wing Side boards must be mounted square to the center foil and parallel to each other. Any kick-out will not be permitted d) Front i. The Front side boards will have a maximum 12 inches tall and 26 inches long with an overhang not exceeding 1-inch from the center foil front edge toe side board front edge. ii. Side boards may have a maximum ½"-inch front, back, top and bottom turnout(s) (flange). e) Top 30 i. The Top wing side board's maximum size will be 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 may not be behind the center foils leading edge. ii. Panels must be of one-piece construction. iii. 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. 9. Wheels a) The maximum width for the right rear wheel will be 18 inches. The maximum width for the left rear wheel will be 15 inches.

steel wheel cover fasteners will be allowed. For the 2016 racing season it is highly recommended that wheel covers have a minimum of 5 mounting points. "Numerous wheel manufacturers "are in the early stages of developing alternative wheel cover mounting systems. Once a new system is tested and approved, we will make amendments to the current rule. b) c) Plastic and/or carbon fiber wheels will not be permitted. 10. Tires a) Only the following designated Hoosier Racing Tires will be permitted for competition on all four (4) positions of the racecar at all events. The designated tire(s) will be available in the following compounds: Front: 85/8.0-15 D12, D15, D20 Left Rears 15.0/90-15 H12 15.0/92-15 H12, H15 15.0/94-15 H12, H15 15.0/96-15 H12, H15, W18 Right Rears 105/16.0-15 H15 H20, Medium 11. Other a) Racing components in aluminum and magnesium should be checked for stress and replaced on a regular basis, based on the manufacturer's recommendations of the life usage of the part. These parts are, but not limited to; wheel centers, live rear axles, hubs and top wings. b) 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 during any type of racing competition will not be permitted. c) The use of electronic logic processors (this includes any traction control devices) to control any function of the racecar and/or any system for continuous gathering of data from any function of the 33 race car for which the intended use is computer downloading will not be permitted at any time during any event. d) Two-way radios, crew-member to driver and/or any other means of electronic communication, other than the one-way radio, will not be permitted. e) All cars shall be equipped and/or be capable of being equipped with a transponder (for lap scoring). Transponders shall be located in any area determined by the Officials. The fitted transponder box shall be mounted as close as possible to the ground, but not protrude below the frame rail.. It is the responsibility of the competitor to ensure that the transponder is in quality working condition, fully charged and is securely mounted and is in a suitable position with brackets as outlined above. Competitors may be required to leave their driver's license when they receive their transponder equipment. Should a team's transponder be lost, damaged, destroyed and/or not returned, the replacement cost of the transponder will be withheld from the team's purse winnings from that event. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition. f) Competitors will be required to use "one-way radio communication" from race officials.. The communication from the WCS Director will aid in the direction of the race, including, but not limited to, safety and resetting the race lineup prior to any restart.

Race Track officials reserve the right to change or alter these rules. The Officials decisions are final.