



2020 RULEBOOK

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Rules Effective January 1, 2020

Rules Subject to Change

FOR ALL PARTICIPANTS (everyone that enters the pit area)

- A. The Indianapolis Speedrome posts rules with the intention of providing fair, safe and equal racing conditions for all participants, as well as a safe and entertaining program for fans who attend. These rules are effective for 2020 and may be revised at any time. No expressed or implied warranty of safety shall result from publications or compliance with these rules and/or regulations. They are intended as a conduct guide of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.
- B. Each participant is expected to understand these rules. By purchasing a pit pass, each participant agrees to abide by these rules and to accept the decision and direction of Speedrome officials in the enforcement of these rules. The participant, under those conditions, is expected to understand the rules of the proper sanctioning body. Each participant agrees to protect, to the best of their ability, the property and good reputation of the track.
- C. The Indianapolis Speedrome is private property. Any person entering onto this property without the permission of management will be considered a trespasser and will be subject to the penalties for trespassing, as prescribed by Indiana law. A pit pass gives the participant the authority and right to be on the property for racing activities. Management reserves the right to revoke and cancel this authority at any time it decides the participant's presence or conduct is not in the best interests of the track, its other participants, its fans, and/or its employees.
- D. Speedrome management has the ultimate authority for the interpretation and enforcement of these rules. Management reserves the right to revoke the Speedrome membership, to suspend indefinitely and/or to levy a fine against any participant who displays unsportsmanlike conduct. Competitors who are suspended may forfeit all prize money and points for the event. The decision is final.
- E. Each track official is responsible for the enforcement of all rules fairly and equally towards all participants. No official, employee or agent of the track can give physical assistance (except as outlined here) to any competitor during any race event. A competitor can be disqualified from any event in which he or she has received such assistance. A wrecker and/or track official may lift a car off another car, lift a car off the wall, or assist in the separation of two or more cars locked together. The wrecker or officials can assist in performing necessary work to clear the track and/or avoid additional damage to cars. If the assisted car is to continue in the race, it must leave the scene under its own power or be pushed by another racecar. A racecar pushed off or removed by a wrecker may return to a race proving to move under its own power and approved by the chief steward.

- F. Each participant is expected to have inspected the pit area, racetrack, race procedures and race conditions previous to his or her participation. If, in their opinion, conditions are unsafe, he or she should not participate. Any participant who observes an unsafe condition should report that condition promptly to the management. Each participant is expected to understand and anticipate the potential dangers inherent on the track and in the pit area and to be alert to prevent injury to one's self and others.
- G. Participants are expected to observe all Federal, State, & City laws/ordinances while on the property.
- H. Each person signing into the pit area is expected to conduct him or herself in a sportsmanlike manner. Sportsmanlike conduct by a participant includes: NO verbal abuse and NO behavior threatening violence of any kind; NO use of alcoholic beverages before or during a racing event; NO possession of prohibited illegal substances or weapons of any kind; respect for Speedrome officials and a willingness to accept their decisions and directions; NO public-address system interviews, display of signs, or painting on racecars that use obscenity, or profanity, or are considered in bad taste. No participant may bash or make negative comments about the Speedrome, its owners, sponsors or its employees on social media. Anyone caught doing so could have their membership revoked for the season.
- I. No participant may enter onto the track surface or the designated emergency and track official areas outside the track gates without permission at any time.
- J. The Speedrome has insurance coverage for participants who are signed into the pit area. If injured during a racing related event, participants may be eligible for Participant Accident coverage. Participant Accident coverage is Excess Medical and is secondary to any existing medical coverage the injured party may carry. These benefits apply to injuries sustained in accidents on the track or in the pit area during an event. These benefits do not apply to seizures or illness or injuries sustained in non-accidental occurrences such as fights, alcohol related incidents or injuries not related to a racing.
- K. A state certified ambulance and experienced emergency medical technicians will be on duty to provide immediate emergency treatment to injuries sustained in accidents on the track or in the pit area.
- L. Participants must report any injury sustained in the pit area or on the track to the ambulance technicians immediately. Participants are expected to follow the instructions of ambulance personnel relative to future involvement in racing activities and/or the necessity of transportation to the hospital for examination. Any participant who chooses to ignore the directions of ambulance personnel may forfeit the participant accident insurance coverage provided by the Speedrome. Injury must be reported to the ambulance technicians and an injury record made by those technicians to document potential accident insurance coverage. No insurance claim or claim payment process can begin before the accident report is completed. No Speedrome official, ambulance or security personnel or participant can make any representation of responsibility by the Speedrome of any medical services provided off the Speedrome premises. The insurance company can only assume this responsibility after consideration of the accident report completed by the participant and other information about the injury. The insurance company will not provide insurance coverage for subsequent medical treatment that is unrelated to an accident at the Speedrome or inappropriate for the nature of the injury. Any driver injured in the pit area or on the track whose injuries require hospital medical services shall be required to obtain a written physician's release to resume racing.
- M. Anyone caught fighting on Speedrome property will be suspended and/or fined. The suspension length and amount of fine will be dealt out by management. The person will not be allowed on Speedrome property, unless approved by management, until the fine is paid. Only after the fine is paid in full, then the start of any suspension period will begin.
- N. Each person signing into the pit area is expected to be free from the possession, use, and sale of illegal drugs and drug paraphernalia. Track reserves the right to require any participant to produce documentation from a physician licensed in the State of Indiana certifying that the participant is independent and free of illegal drugs. The Speedrome may require a random drug or alcohol test at any time. Anyone refusing such tests will be suspended.
- O. NO one shall carry in any food or drink to the pit area or grandstand. The Speedrome provides concession stand services. Any or all bags or containers may be inspected for food/drink when entering the grandstand area. Participants may bring in items inside their trailer or tow vehicle, but NO food/drink may be carried in or delivered.
- P. Each person entering the pit area must have a current valid pit membership or have purchased a one-night membership at an additional fee. Persons purchasing a pit membership must present a state driver's license or ID card (minors must have their birth certificate) and fill out the required paperwork. A pit membership may not be required for special events.
- Q. Anyone entering the pit area must purchase a pit pass.
- R. Minors (persons under 18) may be admitted into the pit area, provided they are always supervised by a parent or legally court appointed guardian and all required waivers are signed by a parent or legal guardian. No Exceptions. Minors may also enter the pits unaccompanied if notarized parental consent paperwork has been filed with the track. A legal birth certificate is also required to be on file with the track before entrance to the pit area is allowed.

- S. When a regular racing program is ended prematurely due to inclement weather, power interruption, etc., participants will be paid full prize money and awarded the related points for every completed event. A race will be considered complete if at least 50% of the scheduled laps are run before the race is halted. When a race program is ended prematurely, the pit pass fee will be considered "used" if all heat races have been completed. If all heat races are not completed, the pit pass may be used by the individual to whom it was issued for pit admission to any one of the next 3 scheduled regular events at no charge. Details will be announced after an events premature end.
- T. No competitors may take any vehicles other than race cars onto the racetrack at any time. The Speedrome assumes no responsibility for property taken into the pits by a signed-in participant before or during a race event. The pit area is closed to all vehicles except the race car and the tow vehicle (or hauler) to which the race car is attached when it enters the pits. No mechanically powered push or personal transportation vehicles, ATV's, scooters, etc. are allowed in the pits except for electric wheelchairs.
- U. The pit area speed limit is approximately 5MPH.
- V. Fuel in the pit area must be in the fuel tank of the racecar or in containers of no more than a five-gallon capacity that are approved for the transportation of fuel. The Speedrome reserves the right to require a participant to remove certain fuel containers from the pit area, and all other property under its control, when those containers in any way present an unusual hazard. No fuel can be dumped on the ground and all unused fuel must leave with the participant upon exiting the pit area. Racing fuel is available at the Speedrome.
- W. Engine oil, rear end lubricant and all other oil-based liquids must be disposed of in the designated container in the pit area or taken back home. No oil can be dumped on the ground.
- X. No tires can be left on any Speedrome property. If tires are left, management will impose a \$50 fine per tire.
- Y. Any items deemed illegal in competition can be confiscated by management and not returned to the participant. Non-compliance will disqualify the participant from that event and/or any further competition. Management reserves the right to not allow into the pit area any tires, wheels, fuel or other racing equipment not allowed in the rules.
- Z. The pit area can be closed no sooner than one hour after the end of the last racing event. Participants must remove all property, including racecars, from the track, pits, and parking lots. The Speedrome takes no responsibility for any property, race vehicles and/or equipment or other personal property left in the pit and track area. Management has the right to remove racecars, equipment, etc. from Speedrome property at the owner's expense.

COMPETITION

- A. Every racecar and driver combination in competition at that event must sign in when the tow vehicle passes through the pit area gate. This is how we know you are here and can place you on a race lineup. Failure to do so, may result in you starting at the tail.
- B. Each race car must have completed yearly registered for a car number before racing. Forms can be printed off our web site and brought in or filled out in the garage. That number belongs to that person for the season. Purchasing a car does not give you that number. A number can be removed from someone due to lack of use. Car numbers must appear on both front doors and on the roof. Numbers must contrast in color (light vs dark) from car color. Divisions with front windshields must have a 6" white number in the upper corner of the passenger side.
- C. When a racecar appears at the track for the first time that year or for the first time with a new owner, it is required to be presented to the tech area for technical and safety inspection before entering onto the racing surface. Tech inspector approval is required for any further participation. Further inspections may be required at any time. If the inspector challenges the compliance with the rules of any car, it is the responsibility of the car owner to prove that any part or component of the car which is challenged does meet the requirements of its division's rules. When the car is submitted for inspection, the car owner certifies that the car meets all the requirements contained in these rules. The decision of the inspector as to whether the car complies with the rules will be final without appeal.
- D. Cars are required to go through tech prior to single-car qualifications and all feature events.
- E. Feature post-race tech is required for the top 3 finishers and any selected cars in the Street Stocks, Factory FWD, Junior Faskarts, Adult Faskarts, Legends, and Fords.
- F. All teams are required to properly place a Speedrome owned scoring transponder on their car for all laps turned on the track. Transponders ay be picked up at the parts building neat the pit area entrance. A license will be held until the undamaged transponder is returned. Failure to return the transponder in a timely manner after racing ends or it being damaged may results in a fine.
- G. Drivers must wear a clearly labeled helmet that meets or exceeds the 2010 SA Snell or SFI 31.2 or SFI 24.1 (youth) standards. Helmet must be worn at all times while a race is going on including while parked out of the race.
- H. Drivers must wear a long-sleeved fire-resistant racecar uniform and gloves. Factory FWD and Ford division drivers may wear long pants and a long-sleeved sweatshirt instead (a fire suit is recommended).
- I. Driver must also make use of an approved neck collar or Hans-style safety device.

- J. Faskart or karting drivers are required to use safety arm restraints.
- K. No lights of any kind can be added for appearance purposes to any Speedrome racing division.
- L. No participant may use a two-way radio or any other driver communication device unless assigned by the track.
- M. The four corner markers mark both the oval and Figure 8 racecourses. The car must go above or contact the four corner markers to be scored for an officially completed lap. This includes coming out of the pit gate for qualifications and starts/restarts.
- N. Qualification runs begin when the car pulls onto the track. If the car is then not able to complete a qualification lap, the car will be considered a non-qualifier. Cars that are disqualified for technical reasons after their qualification lap cannot qualify again. The car will be considered a non-qualifier. Once a qualification run is made or attempted, that car cannot attempt to qualify again. Cars that have not attempted a qualification run and are in line at the on-track gate when qualifications close will be allowed their attempt during regular events.
- O. Race lineups will be posted in a timely manner on the red board located on the back of the west pit area grandstand.
- P. On a start or re-start, racing begins when the green flag is waved. Line-up positions should be held until the green flag waves and the concurrent display of the green light. Starts/re-starts will be double file unless a single file re-start is deemed appropriate by the chief steward.
- Q. No car may leave the pit area to first enter a race after the green flag has been initially shown.
- R. Cars may only pit and return to a race that is scheduled for 25 laps or more and timed race events.
- S. Green flag Indicates the start or restart of racing. It may stay out with minor situations such as a spinout.
- T. Yellow flag (Faskarts, Legends) indicates a minor hazard on the course. Cars should slow down and not pass cars. Officials may adjust this running order after the hazard has been remedied and before returning to green.
- U. Yellow flag (Late Models, Street Stocks, Front Wheel Drives, Fords, Pro Compact Figure 8) advises drivers that a minor hazard is on the course and racing will continue. Racing will return to green flag conditions after the hazard is no longer present.
- V. Red flag indicates a severe hazard on the track that requires stopping the race. All cars must stop and maintain position until approved by track officials. Cars moving around may be asked to leave the racing surface.
- W. Black flag notifies a competitor that they are to pull directly out of the race for safety or conduct reasons.
- X. White flag indicates there is one lap remaining.
- Y. Checkered flag indicates the end of an event. Afterwards, cars must slow to exit the track.
- Z. No one will be allowed on the track for any celebration or ceremonies until all racing vehicles have stopped and had their engine shut off. Track personnel will decide when persons shall be released onto the racing surface.
- AA. If a car is involved in an incident or is stopped anywhere on the track surface (including the infield) and is unable to move, the driver must shut off the car and lower the window net if uninjured. Drivers must remain in their cars. Only under conditions that threaten an immediate danger from fire may a driver get out of the car on track during racing conditions. Other than fire, drivers must then wait for directions from track personnel to loosen safety equipment and climb out. Driver will stay with the car until it is ready for removal from the track without approaching the active racing surface or another vehicle. A driver can be removed from participation for violation of this rule.
- BB. Any time a car is damaged, the car owner is expected to repair any components that might cause the car to be unsafe for the driver or other drivers. When a car has suffered serious structural damage, management may remove the car from competition even though the car is operational.
- CC. The data gained from the transponders will be the official times and counted laps for scoring. Any laps deemed to shortcut the course, completed under the black flag, or car disqualified in tech will be deleted from scoring. Protests of scoring of feature events must be made within 10 minutes after the official posting of results. Protests must be made in writing in the pit office. Only a driver or parent of a minor driver affected by the alleged scoring error can lodge protests. Any on-track penalties or judgments made by the officials cannot be protested.
- DD. All drivers that are competing for prize money must have a completed W-9 form on file. No prize money will be issued until then. A driver must officially complete one lap to receive prize money from a race. Prize money will be paid out at the pit office front window approximately 15 minutes after the completion of the day or evening's final race and all the races results have become official.
- EE. A car can only compete for prize money in one division per event unless approved or specifically announced prior. With approval from management or race organizer, a driver may use a car from another appropriate division to start and park for points and no prize money. This can only be used in a replacement car situation as the driver's primary vehicle is damaged to the extent it cannot compete further at that event. No driver will start and park a car without participating prior in the event.

POINT SYSTEM

- A. All points are awarded to the driver and not the car. The driver who first comes onto the track for a race receives the points.
- B. Feature races (50 laps or fewer) are 100 – 97 – 94 – 92 – 90 – 88 – 86 – 84 – 82 – 80 – 78 – 76 – 75 thru field
- C. Feature races (51 laps or more) are 200 – 194 – 188 – 184 – 180 – 176 – 172 – 168 – 164 – 160 – 156 – 152 – 150 thru field.
- D. Heat races or single car qualifications are 30 – 29 – 28 – 27 – 26 – 25 – 24 – 23 – 22 – 21 thru field.
- E. A minimum total of 50 hard luck points will be awarded to a participating driver who doesn't reach that total from an event.
- F. To receive points for any race or qualification attempt, the transponder must be activated at the start/finish line thus having the driver's name appearing on the results.
- G. All ties in a series point standings will be broken by a driver's best feature finish in that series followed by second best and so on if needed.

RACE LINEUP BASICS

- A. The Speedrome aims to promote balanced competition with its tradition of handicapping the majority of race starting lineups. The main inversion method mainly used since 1995 are rankings with the best ranked drivers starting at the back.
- B. A ranking chart is a driver's previous finishes in that class and type of event (feature or heat). These finishes are organized from best to worst. Drivers tied with an equal finish, will use their next best to break the tie and do so for as many finishes are needed. Drivers with no previous finishes have no ranking and will start behind ranked drivers. Late arriving, non-qualified, or drivers who miss their heat will also start behind ranked drivers.
- C. Special events will differ with details in these rules.

REGULAR EVENT RACE LINEUPS

- A. Feature races will use the inverted rankings method as explained above. If two features are necessary, the higher ranked drivers will be lined up in one feature and the remaining drivers in the additional feature.
- B. All heat races will use the inverted rankings method as explained above.
- C. Heat races with feature transfer spots on the line will have heat ranked drivers spread evenly across races.
- D. Heat races without feature transfer spots on the line will have one heat lining up the higher ranked drivers and the next heat having the next highest ranked drivers and so on.
- E. Last chance race (if needed) will be inverted by heat rankings without the already transferred drivers. Transfer spots will be on the line. Those drivers who transfer from the last chance race will be added to the back of the feature lineup by their finish.
- F. All transfer spots are earned by the driver and not the car. The switching of cars will result in that driver starting on the tail.

"SPECIAL EVENT" RACE LINEUPS

- A. Single car qualifications with the starting lineup being set straight up from those times.
 - a. Spring Shootout 90-Minute Figure 8
 - b. 1-Hour Figure 8 Endurance Race
 - c. World Figure 8 Championship (see its rules)
- B. Single car qualifications with the fastest qualifier drawing a pill for the number of starting lineup cars inverted from those times.
 - a. Late Model Figure 8's longer than 75-Laps
 - b. Street Stock races longer than 35-Laps
- C. A drivers best practice time being used as a "qualifying" time with the fastest "qualifier" drawing a pill for the number of starting lineup cars inverted from those times.
 - a. Street Stock Figure 8's less than 40-Laps.
 - b. Factory FWD Figure 8's
- D. Factory FWD Chip Branham Memorial 44
 - a. Single car qualifications.
 - b. 44-Lap heat 1 starts straight up for the odd qualifiers with the top 10 finishers making the feature.
 - c. 44-Lap heat 2 starts straight up for the even qualifiers with the top 10 finishers making the feature.
 - d. 44-Lap feature starts according to the heat race finishes. Heat 1 on the inside and heat 2 on the outside. The 4 highest Spring series points drivers that did not make the feature are added to the tail.
- E. Late Model/World Figure 8 Tour dual points events
 - a. The opening event will have single car qualifications with the fastest qualifier drawing for an invert
 - b. Race events that are not opening night of the points finale will use "Speedrome-style" World Figure 8 Tour rankings. Feature finishes will however count towards the World Figure 8 Tour AND Speedrome Late Model rankings.
- F. Factory FWD All Star 200
 - a. Single car qualifications.
 - b. 50-Lap segment 1 starts straight up for the odd qualifiers with the top 12 finishers making the feature.
 - c. 50-Lap segment 2 starts straight up for the even qualifiers with the top 12 finishers making the feature.
 - d. 100-Lap segment 3 starts according to the heat race finishes. Heat 1 on the inside and heat 2 on the outside. The 4 highest Summer series points drivers that did not make the feature are added to the tail.
- G. Legend Marty Griffin Memorial
 - a. Single car qualifications.
 - b. 15-Lap heat 1 is for the odd qualifiers with a 5-car starting lineup invert.
 - c. 15-Lap heat 2 is for the even qualifiers with a 5-car starting lineup invert.
 - d. 15-Lap feature starts according to the heat race finishes. Heat 1 on the inside and heat 2 on the outside.
- H. Lineup procedures and formulas subject to change

LATE MODEL FIGURE 8

- A. The chassis must be fully fabricated but must be made of structural steel tubing. The front clip can be a factory clip or can be fully fabricated with tubing at a minimum thickness of .090". No full factory/streetcar frames.
- B. Car must weight a minimum of 2,450 pounds race ready with the driver before entering onto the track.
- C. The wheelbase must be a minimum of 100".
- D. The engine can have a maximum 8" set back. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the upper ball joints and the front clip side rails within one inch. The height is to be minimum of 10" off the ground measured off the crank
- E. Non-regulated items include suspension, heads, intake, exhaust manifolds, brakes, transmission, differential, clutch, & flywheel.
- F. No traction control devices/systems
- G. Can use any model carburetor. The throttle linkage must have two fail-safe return springs on the throttle shaft that provides enough pressure to return the throttle to a closed position in case of linkage failure. The linkage must be constructed from rod (no cable). A throttle "comeback" enabler is mandatory.
- H. Oil filters/coolers may be moved to locations outside the engine but must remain in the engine area between the frame rails.
- I. Radiator must be in front of the engine and the fan must be shrouded at the top to prevent injury. An overflow tank must be mounted securely near the radiator with the overflow hose from the radiator emptying into the can. The radiator cap must be a safety, pressure-release type. No antifreeze.
- J. Fuel must be pump gasoline with no fuel additives or oxygen-bearing agents. No alcohol or nitrous fuel.
- K. Exhaust noise created cannot exceed 105dB.
- L. Car must be capable of starting the engine without assistance before each race. The battery must be mounted in front of the rear axle between the frame rails and be covered or separated from the driver by a firewall. The battery must be securely mounted in a position that will prevent it from being dislodged in a crash and avoid the leaking of acid on the driver if the car is inverted. The positive battery cable must be insulated and protected well-especially at any points it goes through the firewalls or other metal parts. Battery cables must be separated from fuel lines in their routes to the engine compartment.
- M. The driveshaft must be a white, one piece, open, at least 3" in diameter. The driveshaft is to be encircled by two 360-degree steel hoops (min. 1 1/2" wide by 1/4" thick). These must be mounted securely enough to prevent the front of the drive shaft from falling onto the ground or flailing into the driver's area.
- N. A racing fuel cell must be used with 22-gallon maximum. It must be enclosed in a steel can and inside of a 1 1/2" tubing cage. A 1/8" steel plate or 1/4" aluminum plate is mandatory on the rear side on the fuel cell.
- O. All parts of the cage must be built of 1 1/2" round, minimum .095" wall steel tubing. Main cage section must begin with a 4-point cage. Roll cage must be completely welded with no gaps. Key stress points must have steel gussets for reinforcement.
- P. There must be 4 equally spaced horizontally mounted door bars on the driver's side and a minimum of 3 door bars on the passenger side. The driver's side must be curved outward as far left as possible and covered by a 1/8" steel plate. Side door bars must be connected by at least 3 equally spaced vertical bars.
- This includes connecting the bottom bar to the frame. The passenger side door bars can be curved or straight.
- Q. Foot bars must be curved outward horizontal bars to protect the driver's legs/feet and be covered by a 1/8" steel plate.
- R. Additional bars include a diagonal bar will go from top to bottom of the rear vertical hoop behind the driver. A bar connecting the left and right of the vertical hoop at seat height must be welded to the diagonal bar. A bar must connect the legs of the rear hoop at their base or it is recommended than an X connects the left and right frame rails at the points the front legs and rear hoop are connected. There must be a bar installed across the dash area connecting the left roll cage leg to the right roll cage leg. Any additional support bars for safety are welcome.
- S. Driver's seat must be racing type seat. The seat must be at least 8 inches from any door bar and mounted in front of the rear hoop of the roll cage and inside the left frame rail or frame rail extension. The frame rail extension must be constructed from the same material as the frame rail and it must extend at least from the front left roll cage post to the left rear hoop upright. If the seat does not extend up behind the driver's head, a steel plate of at least 8"x8" must be welded to the roll cage directly behind the driver's head and covered by at least 2 inches of padding. From the racing seat to the right side of the chassis, nothing should interfere with a driver's ability to exit the right side of the car or to be extricated.
- T. The overall body design is open to creativity with limitations detailed below. The design should not prohibit the operation of the car mechanically and safely. This includes the sightlines for the driver and the sightlines of the other competitors. The body must be mounted smoothly with no protrusions on the exterior surface. Body panels must be securely fastened to prevent loosening or loss on the racetrack.
- U. The car must have a windshield and vertical steel bars covering the front of the driver. The recommended size goes from top to bottom of the front opening and from the windshield post to the center of the car. At least 3 solid steel rods of at least 1/2" diameter must be welded to the roll cage in front of the driver's head. The bars may be no more than 5" apart. The windshield must provide a minimum 12" vertical opening.
- V. A roof is required and is for appearance purposes, not for aerodynamics. Roof is to be of streetcar appearing type or flat with slight continuous angle upward. No skateboard ramp or ping-pong table roofs. No roof wings added or a part of the roof.
- W. The hood must cover the entire engine compartment including the radiator and be securely mounted. A hood scoop covering the air cleaner is allowed if the scoop does not obscure the driver's view. The hood must be closed in the rear to separate the engine compartment from the driver's compartment. No car can compete under any conditions without a hood.
- X. The rear spoiler can be a maximum of 41" from the ground.
- Y. Sideboard wings can be a maximum of 60" from the ground and cannot extend past any part of the driver compartment.
- Z. Front bumper max. width is not to exceed the center of the tires.
- AA. Rear bumper max. width is not to exceed the outside of the tires. A lower fuel cell protection hoop is mandatory.
- BB. Rub rails must be mounted as close to the body as possible and both ends curved in. No shar edges on any bumpers/rub rails.
- CC. Maximum 10" wheels are allowed.
- DD. All competitors must use the Speedrome spec tire sold only at the track. No tire chemicals on the Speedrome property.

STREET STOCKS

- A. Cars must be full frame 1955 or newer American made street vehicle production chassis. Must remain stock from the front of the steering box to 2" behind the back of the rear weight jack/spring bucket utilizing the stock bucket location. No widening of the frame. Cross member must remain in the stock location but can be altered for equipment clearances. Frame can be strengthened by plates or braces.
- B. Car must weight a minimum of 3,200 pounds race ready with the driver before entering onto the track.
- C. The wheelbase must be a minimum of 105"
- D. Track width cannot exceed 82" from tires outside to outside.
- E. Frame must have a 4" ground clearance.
- F. Engine must be a cast iron block. May use solid mounts. Can be set back no further than the #1 spark plug being even with the centerline of the weight jack bolt or spring pocket. No dry sump. No external oil coolers. Oil filter must be in its stock location. No traction control devices. No mag's.
- G. Can use any model carburetor. The throttle linkage must have two fail-safe return springs on the throttle shaft that provides enough pressure to return the throttle to a closed position in case of linkage failure. The linkage must be constructed from rod (no cable). A throttle "comeback" enabler is mandatory.
- H. Intake manifold can be aluminum.
- I. No electric fuel pumps. No belt driven fuel pumps. No pressurized fuel systems.
- J. Cast iron heads are standard. Aluminum heads have a weight penalty of 100 pounds.
- K. Cooling system must consist of a radiator, fan, and overflow can. Radiator must have a safety pressure release cap. Fan must be covered at the top and sides with a fan shroud for safety. No antifreeze.
- L. Car must have a starter and battery system capable of starting the engine without outside assistance. The battery can be secured in the factory location. The battery may be moved to the driver's compartment. If the battery is moved to this inside location, it must be enclosed in a plastic or metal box.
- M. No 180-degree headers. Exhaust must exit underneath the car.
- N. Transmission can be an automatic with working torque converter or an OEM manual transmission.
- O. Driveshaft must be a white, one-piece steel, open, minimum 3" diameter. A complete hoop around the drive shaft installed no more than 12 inches behind the transmission is recommended.
- P. No quick-change rear ends.
- Q. A racing fuel cell is mandatory and cannot exceed 22-gallons. It must be safely mounted inside the "trunk" area. It must be enclosed in a 20-gauge steel can. A 1/8" steel or 1/4" aluminum plate is mandatory on the rear of the cell.
- R. Roll cage must be constructed from a minimum of 1 1/2" OD round steel tubing with a minimum wall thickness of .090". Door bars are required on both sides of the roll cage. A steel side plate on driver's door of the cage must be used and must be a minimum of 12" high post to post with a minimum 1/4" thickness welded to the cage. Additional bars added for driver safety are welcome.
- S. Driver's seat must be racing type seat installed in a safe manor.
- T. The firewall and floor pan may be replaced with similar gauge steel, must have a stock appearance.
- U. A properly mounted window net is mandatory while on track.
- V. Body must be of a standard street car type such as a Chevelle, Nova, Monte Carlo or of their Ford and Dodge counterparts. Damaged parts may be replaced by steel, aluminum, or fiberglass as long as it appears of a stock streetcar type. Nose piece is optional but does look good. No compact/sub compact bodies. No truck bodies. No Late Model/Outlaw Figure 8 car bodies. No aftermarket bodies.
- W. A hood is required at all times. Fiberglass or aluminum may be used Must not be flat and must have detail lines to appear stock.
- X. Must have factory steel roof (the A, B, C pillars are considered part of the roof) and factory upper portion of rear quarter panels. An aftermarket roof (such as a 5-Star composite 88 Monte Carlo street stock roof) may be used but must be used completely unaltered and used with factory quarter panels that include the B and C pillars with factory quarter window opening.
- Y. Windshield can be factory or Lexan and securely strapped into place. A minimum of 3 mandatory windshield area protection bars of a 1/4" round stock must be placed in front of driver.
- Z. No sideboard wings. No rear spoilers. No "aerodynamic" additions of any type.
- AA. Upper A-frame's, lower A-frame's, and spindles can be stock or aftermarket tubular stock replacement. No wide-5's
- BB. Rear suspension must be 4-link. No 3-link suspension. No leaf spring suspension. No panard bars. Upper and lower trailing arms can be aftermarket or stock but must utilize only 1 stock mounting point. Lower's must measure between 19" and 22 1/2" in length.
- CC. Front and rear weight jacks are allowed.
- DD. Front sway bars must be stock-type only with a maximum 1 1/4" diameter. It must be mounted on the chassis side, forward of the steering box.
- EE. No rear sway bars.
- FF. Shocks can be stock or a stock replacement type shock or a non-adjustable, non-rebuildable sealed steel shock. No remote canister shocks. There is a maximum of 1 shock per wheel and 4 per car. No bump-stops setups
- GG. Must have operating brakes on all 4 wheels.
- HH. Maximum 8" steel wheels are allowed.
- II. All competitors must use standard, non-racing, D.O.T. 70, 75 or 78 series radial tires. Tires must be of the same size and series with the factory markings being visible. A tire with no markings will be disallowed. No products used for chemically altering tires on the Speedrome property.
- JJ. Front bumper can be made of square or round tubing and may begin with a factory bumper base. It may be inside or outside of a nose piece with bumper kept in close proximity to the car. A hoop with uprights can be added above for protection and towing purposes. The bumper must be 16" off the ground and can be no wider than the middle of the tires.
- KK. Rear bumper can be made of square or round tubing. A hoop with uprights can be added below for protection and towing purposes. Side hoops can be added from the rear bumper to the frame made of 1" round tubing for tire protection. Maximum outside width of complete rear bumper is 78" and must be inside the quarter panels.
- LL. Rub rails must be inside of the body. Clear poly protection strips can be used on the outside body. No sharp edges on bumpers/rub rails.

FACTORY FRONT WHEEL DRIVE

- A. This class is developed to permit those desiring to try racing at an absolute minimum cost. This is a production division, unless specifically listed as an allowable modification; you may not change or modify the car or parts in anyway. This class is designed to be cost-effective, fun and affordable. **WE WILL NOT LET A FEW CARS RUIN THE SPIRIT OF THE DIVISION!**
- B. Cars must be a subcompact style 4-cylinder or 6-cylinder model. No convertibles, 4-wheel-drives, rear engine, or mid-engine models. These are to be stock street legal vehicles with minor modifications for safety.
- C. A cheating 1st offense will bring driver and car disqualification from that event as well as both being suspended from the next event. A 2nd offense will bring a driver ban from all Speedrome racing for one year from that date. Management has final say.
- D. Engine must be a stock 4-cylinder or 6-cylinder and stock for that year, make, and model in stock location. Eligible engines are to be a single carburetor or factory fuel injected engine only not to exceed 2 barrels. A factory air cleaner is required. Intake and exhaust manifold must be of stock manufacturers original. No headers of any kind, even if stock. No turbo or rotary engines. DOHC engines are allowed. Cars having improved inner engine performance for racing purposes will be disqualified and banned from any future competition.
- E. Engine compression ratio may not be altered from stock and can be checked at any time
- F. Exhaust must be single and completely sealed factory designed system. It must remain factory quiet. This means no Turbo, Glass Pack, or similar style muffler permitted. Exhaust must be visible to inspection. No flex-pipe or side-exiting exhaust.
- G. All cars can utilize the factory under-the-hood battery location or may move battery to a safe location inside the car in a covered spark proof box made for this application.
- H. All ignition systems must remain stock. No aftermarket or racing improved ignition systems. Aftermarket replacements of plug wires and cap allowed. A racing style on/off switch can be added for purposes of starting or shutting off the vehicle. The factory steering column cannot be altered. No screwdriver keys.
- I. Radiator must contain water only. No antifreeze is allowed and will bring penalties and/or disqualification.
- J. If the factory fuel tank is located in front of rear wheels, it can be left there but must be secured with two extra metal straps. All other fuel tanks (boat tank or fuel cell) must be mounted in the trunk area between the rear wheels as far forward as possible. Tanks must be fastened with steel straps, bolts, and oversized washers. A complete steel firewall must be between the tank and the driver's compartment. No fuel lines to be run through the driver's compartment.
- K. A factory installed manual or automatic transmission for that vehicle is mandatory.
- L. Any 13" 14" 15" 16" D.O.T. 70, 75, 78 Series all season or all-weather passenger car tire may be used. Tires must have standard road tread design with visible regular tread grooves. Tires must be the same size and series on all four corners. NO low profile-type tires. NO racing or snow-tread tires allowed. NO tire shaving or buffing allowed. NO recapped or retreaded tires. No products used for chemically altering tires allowed.
- M. Wheels must be factory for that make and model. No offsets or spacers. Maximum 7" wheels allowed.
- N. Right front may have a maximum of 2" camber (both front tires can for Factory FWD Figure 8 competition). No exceptions. No adding additional camber to other tires allowed.
- O. No deviation from stock brakes allowed. Cars must have functional brakes on all 4 wheels. No brake bias or braking assisting or traction controlling devices. An emergency brake cannot be accessible by the driver during competition. It can be removed or must be placed in a locked or unusable position.
- P. Suspension must remain factory for the make and model with only alterations being allowed to the springs. All four corners of frame/underside of the chassis must be within 1" inch of level as manufactured. Vehicles must have original track width.
- Q. Car must maintain a minimum ride height of 5" all around with no exceptions. Must be close to level as possible.
- R. Body must remain unchanged and fully stock. No aluminum or fiberglass. It is permitted to remove rear window frame on hatchback cars. If removed, replace deck portion with sheet metal to retain stock appearance. The hood and trunk must have hood type pins for easy access. No bolting down.
- S. A properly mounted window net is mandatory and must be used at all times on track even in the infield.
- T. All glass, headlights, taillights, mirrors, etc. must be removed except for the complete front windshield. A full factory glass front windshield or Lexan replacement. The Lexan windshields must have a minimum of three upright bars spaced no more than 5" apart. Those solid steel bars must be at least a half inch in diameter. A cracked windshield can be taped for temporary repair. Cracked windshields that impede the driver's vision must be replaced for safety. Broken glass/debris must be removed.
- U. The stock steel unaltered floor pan, trunk area, trunk floor, and wheel wells must be retained (no lightening). Any sharp protruding objects on car or in driver's compartment must be smashed down or removed. Drivers' door interior panel must remain in place or be replaced by padding. All flammable material must be removed except the factory dashboard.
- V. Front firewall must be sealed with no holes. A complete firewall must seal the trunk area from the driver's compartment. Factory rear seat back framing may serve as the firewall.
- W. All doors must be welded shut and stock door hinges must remain in place.
- X. No additional weight or ballast can be attached to the vehicle.
- Y. Sunroof opening must be entirely covered with steel & welded.
- Z. A quick release steering wheel may be used but must maintain the factory column.
- AA. Seat and Belts (Option 1). Cars are to retain the factory installed seat and seatbelt configuration for that make/model. Belts must be in working order. Must always be used. No racing belts.
- BB. Seat and Belts (Option 2). Cars must have a padded racing type seat with the seat frame mounted to the roll cage. Use of an approved 5-point racing seatbelts are required. All belts must be new or no more than three years old and undamaged. The belts must be mounted to make their length as short as possible. The belts should not pass over the sides of the seat but should pass through at the bottom of each side. The seat belt must be mounted so it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may the belts be worn over the intestines or abdomen area.

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- CC. Roll Cage (Option 2). A full 4-point roll cage must be used with no front or rear hoops. Door bars must be installed as well only the driver's door may be skinned to give arch to bars. It may be supported by kick-downs to the rear that go no further back than the rear firewall. A 4-point cage must be welded to two 4" plates which sandwich the floor pan at each mounting point. No bars to run through the firewall to the strut towers.
- DD. Cars must have a 1/8" thick steel driver's side door plate 12"-18" in height. It must be welded or bolted on the outside of the door encompassing the "A" and "B" pillars (for Option 1 or 2). The plate may be on the outside of the roll cage (Option 2). A passenger side door plate is recommended.

PRO COMPACT FIGURE 8

- A. Safety is the #1 priority!
- B. Open to all Front Wheel Drive cars that fit into series rules such as: Vore's, Race 8, Factory FWD (with Option 2), etc.
- C. Must use race seat, racing belts, door plates, and a roll cage.
- D. Tire can be Hoosier 790 or D.O.T. Maximum 7" wide wheels.
- E. Minimum ride height is 5" at all points.

INEX LEGENDS

- A. We follow the nationally recognized rules. All Legend car rules are available at www.uslegendcars.com.
- B. All drivers are required to have current INEX membership to compete at the Speedrome. Membership information and forms are available at www.inexseries.com.

JUNIOR FASKARTS

- A. The Junior Faskarts are designed as an entry level division for drivers between the ages of 7 and 15 to begin racing at the Speedrome. Safety is the #1 priority! These rules are designed to keep speeds at a proper level for young and inexperienced drivers while keeping fun very important. High performance parts or designs should not be a part of this division.
- B. Cheatings 1st offense will bring driver and car disqualification from that event as well as both being suspended from the next event. 2nd offense will bring a driver ban from all Speedrome racing for one year.
- C. Engines will continue to be sealed/numbered for competition. Seals must remain unaltered. Any intent to defraud the engine seal program will result in immediate disqualification and/or suspension. Engines can be taken for inspection at any time.
- D. New engines must be purchased at 3rd Turn Performance. They are \$375 each including all taxes/fees. New engines come with all the parts needed to run except for a clutch and engine oil.
- E. Engines purchased from 2017 to 2019 can be brought to 3rd Turn Performance to be sealed. It will cost \$50 to be inspected and sealed. Also available is to have the engine refreshed and sealed for \$125. Any items found to be illegal will result in additional charges for their replacement or if the engine is unable to be made spec, it will be disqualified from further competition. Engines currently sealed can be left sealed.
- F. Any clutch can be used.
- G. The track will deem which restrictor plate is to be used. This can change at any time with strictly safety being the #1 reason. Any alteration to this will result in a disqualification.
- H. Gear ratio is open. The track may require a spec gear ratio and teams will be notified.
- I. Each team must run regular 87 octane pump gas, PERIOD! These engines are built for this. No methanol. No nitro. No other additives added to the fuel. Fuel may be tested at any time.
- J. For safety and fair competition, do not alter the engine from its original condition in any way. Any altered engine will result in a disqualification and can remove that engine from competition.
- K. A new chassis must be purchased at 3rd Turn Performance. Any previously built chassis will be looked over for approval with safety the #1 priority. No "racing go-kart" chassis. Tech inspector may require additional modifications.
- L. Spindles must be clevis-type with thread and bolt style. The spindle can only rise up-and-down not side-to-side. No Heim-ends can be used on these spindles, just tie-rod type ends. Nothing for adjusting the caster/camber to be available.
- M. Hubs that freewheel are legal.
- N. Tires must be the Hoosier A40 11.0x6.5-6 available at the track.
- O. Wheels must measure between 5 and 7 inches. Wheel guards are mandatory on the outside to protect the wheels and tires from contact with other cars.
- P. Track width and wheelbase maximums may be established at any time. Teams will be notified.
- Q. Kart must be a minimum of 350 pounds with driver before going onto the track.
- R. Body work is required. Any part of the body can be no lower than the frame. No wings or aerodynamic devices. Panels around the engine must be hinged or easily removable for access by tech.

ADULT FASKARTS

- A. NEW ENGINE BEGINNING IN 2020. All previous engines are no longer legal for competition. The new program follows the recent path made by the Junior Faskarts making it more affordable, equal, and having a locally assembled engine.
- B. The new engine will be available exclusively at 3rd Turn Performance 6400 Brookville Road (behind the Speedrome).
- C. The new engines are \$700 each. The engine comes with everything needed to race except for the clutch and engine oil. An engine will begin being built with a \$100 deposit.
- D. All engines will be sealed by 3rd Turn Performance and must remain sealed for competition. Seals will be recorded and checked during tech. Engines with no seals or if the seals have been tampered with in any way will not be allowed to compete.
- E. No changes are to be made to the engine except routine maintenance. No changes in carburetor jets. If any changes in valve springs are needed, they must be purchased at 3rd Turn.
- F. Engines run regular pump gas. No methanol. No nitro. No other additives added to the fuel. Fuel may be tested at any time.
- G. Any engine can be taken for further inspection at any time. Refusal of this inspection will result in disqualification.
- H. Cheating's 1st offense will bring driver/car disqualification from that event and suspension from the next event. 2nd offense will bring a driver ban from all Speedrome racing for one year.
- I. The Titan clutch with the orange springs is mandatory.
- J. The chassis must be one built by Indy Faskarts (pre-2018) or 3rd Turn Performance (2018 and beyond). These are the same chassis. No modifications allowed unless for safety purposes and/or bars added in the safe mounting of the driver seat.
- K. A racing seat is mandatory and must be securely mounted.
- L. Spindles must be of the type coming with the chassis with the axle stub nut, pitman arm, and tie rod end pinned or double nutted to not allow coming off during competition. Spindle mounting plates can be positioned at your preferred angles.
- M. No ratcheting or free spinning hubs. The left and right rear must be locked together through the axle. Axle hub retaining clips must be used. Pinning axle ends is ok.
- N. Maximum track width for everything is 48" measured from outside-to-outside. Tires cannot extend outside of the rub rails.
- O. Minimum overall weight is 500 pounds with driver.
- P. Tires must be the Hoosier A40 11.0x6.5-6. Rims must be 6" diameter by 7.25" wide. No tire soaking/prepping chemicals or products are allowed on the Speedrome property.
- Q. Bumpers must be between 26" and 31" in width and a minimum of 4.5" in height. No sharp or square edges allowed for safety.
- R. A rear axle single rotor disc type brake must be used. No front brakes. Caliper mounting bolts and rotor mounting bolts must be pinned or double nutted for safety.
- S. Any gear ratio can be used.
- T. A fuel tank designed for racing must be mounted securely to the floor pan in front of driver under steering rod. It must include a check valve to prevent spills in a roll over.
- U. Body may be built of aluminum, steel, or plastic.
- V. Creativity is encouraged with safety always in mind. The body must cover the foot area and the sides but leave the front wheels open. The engine must be easy accessibility for tech.
- W. Adult Faskarts must always run a wing or a roof. The roof or wing may not exceed 60" in height and not be wider than the rub rails. Driver must be able to quickly exit the kart or be extracted.

FORD DIVISION

- A. The division was created to be an affordable, entry-level way to enter stockcar racing. Keeping the cars very stock is the priority. Changes not listed in these rules are not allowed.
- B. Eligible cars are only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car 1995 and newer.
- C. Cheating's 1st offense will bring driver/car disqualification from that event and suspension from the next event. 2nd offense will bring a driver ban from all Speedrome racing for one year.
- D. Engine must remain an entirely stock 4.6L SOHC engine. Manifold stock. Air filter stock.
- E. Radiator must contain water only.
- F. Battery may remain in stock location or moved into a secure box.
- G. Fuel kill switch must be in rear of deck or behind drivers roll cage or kill all switch if battery is relocated.
- H. Exhaust must go beyond the driver and exit to the side or rear.
- I. Transmission must remain entirely stock.
- J. Rear end must remain entirely stock. Factory gear only. 2.73, 3.27, 3.55, and 3.73 ratios only. No aftermarket lockers. You may weld the spider gears.
- K. Must be a minimum 4 point roll cage with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side. Cage must be welded to the frame and not the floor pan. A driver's door plate is required. It must be 1/4" thick steel and measure 18" by 48". It can be on the outside or inside of the car.
- L. A racing seat is required with a 5-point racing harness. Belts can be no older than 3 years past the clearly marked manufacturer dates on them.
- M. A properly mounted window net is mandatory and must be used at all times on track including the infield.
- N. Steering column must remain stock. Adding of a quick disconnect steering wheel is allowed.
- O. Windshield must remain stock and strapped in place. Must have 3 solid steel vertical bars in front of the driver. All other glass and mirrors must be removed.
- P. Dash must be stock. All airbags in the car must be removed.
- Q. Pedals must remain stock.
- R. No adding of any weight to the entire car.
- S. No altering of the suspension including sway bar links. No spacers of any kind. No air-ride. No cutting, no heating, or no lowering of springs. Shocks and springs can only be replaced by same stock parts or OEM replacements (can cut two 2" holes above rear shocks to access top shock nut).
- T. Caster and camber may be adjusted as factory adjustments allow. No other modifications.
- U. All season tires only. These tire sizes only 235/55/17, 225/60/16, and 215/70/15. No high performance tires. No directional tires. No autocross tires. No tire soaking or treating. Goodyear RSA tires dated 2017 or older only are permitted.
- V. Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spacers. No offset wheels on cars 2001 and newer.
- W. Bumpers must remain stock. Any sharp edges or points must be addressed. A steel-tubing towing hoop is required welded to the top of the front bumper. It can no wider than 3" past the frame rails. No rear bracing.
- X. The hood and truck lid must have hood type pins for easy access by track officials. No bolting down.