



2020 Rules and Procedures

Great Lakes Sprint Series
is hereafter referred to as GLSS

Disclaimer

These rules are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. 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.



1. General

- 1.1. Raceceiver one-way radios are mandatory at all GLSS events. No two-way radios allowed.
- 1.2. Previous racing experience is required for drivers under 16 years of age. Drivers under 16 years of age must seek approval from GLSS prior to competing. Drivers under 18 years of age must have a notarized parental consent form signed by parents or legal guardians.
- 1.3. No earning will be issued until required W-9 tax forms are completed and returned to GLSS. Drivers are considered an independent contractor and as such are responsible for all charges and taxes on any funds received from GLSS.
- 1.4. All cars are subject to inspection at any time. GLSS reserves the right to refuse entry to any car or driver.
- 1.5. No alcoholic beverages or marijuana will be consumed by drivers or their pit crew at any time prior to or during events. Use, sale or distribution of illegal drugs at any time shall be cause for immediate suspension. Participation by team member in either activity will result in disqualification with all points and earnings being forfeited to the year end points fund.
- 1.6. If a driver or crew member working in the pits or driving a push vehicle is suspected of being under the influence of alcohol or marijuana by a GLSS official, they must be checked out by on hand medical personnel and cleared by them before they can resume operation of any power unit on or off the track that night.
- 1.7. The driver is the sole spokesperson for the race team and is responsible for their actions. Any drivers or crewmembers fighting will result in disqualification for that team and all points and moneys for that evening will be forfeited. Striking an official will result in disqualification for the evening, loss of membership, forfeiture of all points and moneys for that evening, and up to a one-year suspension.
- 1.8. Verbal abuse or inappropriate behavior will not be tolerated. No warning will be given. If violated, the team may be disqualified with all points and/or money forfeited for that night. Other penalties may be applied depending on specific situation.
- 1.9. Car and driver qualify as a team. Each driver can qualify only one car. No driver will be permitted to change cars after taking the green flag of his/her qualifying heat race.
- 1.10. Race teams will collect earnings within 20 minutes of the completion of the A-main unless prior arrangements are made. Failure to collect the night of the race will forfeit all earnings to the year end points fund.

2. Safety Procedures and Equipment

- 2.1. Any driver who exits their car and approaches another driver on a live racetrack may be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any GLSS sanctioned event. The offending driver will also forfeit their winnings for the night. This also includes family and crew members entering a live racetrack. Under caution, stay in your car. If you are in an unsafe situation, you may exit your car but stay with your car. Dark tracks and dark fire suits make you hard to see. Remember, actions done in anger can have dire consequences. A driver/team who willfully ignores/disobeys an GLSS official in a manner which delays the running of the night's program, or places others in danger, will also be subject to a fine of \$1,000 and/or be suspended for two calendar weeks from any GLSS sanctioned event.
- 2.2. Flame retardant driver suit, gloves, socks, underwear (unless 3-layer suit is utilized), and shoes are required. A head and neck support or restraint system is mandatory. Approved racing, full-face helmet is mandatory. Snell SA 2010 or Snell SA 2015 sticker mandatory.



- 2.3. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. GLSS strongly recommends a five-point hookup with 3-inch belts. Full Containment Seat is highly recommended.
- 2.4. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands.
- 2.5. An onboard fire suppression system is highly recommended on all cars with nozzles positioned as to coat the Engine, Driver, and Fuel Cell.
- 2.6. Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification 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. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
- 2.7. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer. Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
- 2.8. A five-pound fire extinguisher is mandatory in each pit.
- 2.9. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.

3. Race Format

- 3.1. GLSS events will **generally** utilize group qualifying. Qualifying/hotlap lineup determined by pill draw. The top 4 qualifiers in each heat race will be inverted with the fast qualifier starting 4th.
- 3.2. **Single Car qualifying will be utilized at some tracks. Your pill draw will determine the qualifying order.**
- 3.3. **Any car who does not score a timed lap in their qualifying group will be allowed to requalify after all other groups have posted times. Any car who must requalify may not qualify any better than the 1st car outside the invert. Car may only attempt to requalify 1 time.**
- 3.4. **At races with 31 or fewer cars, all cars will be qualifying against the whole field. If there are 32 or more cars, your pill draw will place you in your heat group and you will only be qualifying against that group. The heat will then be filled by qualifying times and then inverting the top 4 cars.**
- 3.5. Any cars that fail to qualify shall be placed at the rear of a heat race.
- 3.6. Feature Line Up
- 3.7. Number of redraw cars from each heat race will be determined at each event. Redraw cars will draw for feature starting positions.
- 3.8. Other feature qualifiers will line up by their respective finishing spots in their heats.
- 3.9. Number of cars that transfer will be determined at each event.
- 3.10. B-main qualifiers will line up in B-main finish order.



3.11. Alternates will be taken to fill vacancies that occur from first nonqualified cars.

4. Race Procedures

- 4.1. Push off. You are allowed only one push off per race. If you require a second push off, you go to the tail. After drivers have been called to line up for a race, all drivers must be ready for push off or will start at the tail. If belts come loose, driver must stop by an official to buckle up and will not be penalized.
- 4.2. Yellow flag. If you stop on the racetrack, you go to the tail. During yellow, no working on the car is allowed on the track or the car will be disqualified. Any car that stops twice on the track or is involved in two unassisted yellow or red flags will be black flagged. Any car that does a 360 spin and does not bring out a yellow flag will continue to race where it falls in line. If the yellow does come out, the car will be charged with a yellow and re-start at the tail of the field. The track flag person will determine if a yellow flag is needed and will have final say to what any yellow flag was displayed for.
- 4.3. Red flag. Stop. Do not pass crash site. Cars that have ample time to stop, but still pass crash site and keep safety crews from reaching accident site in a timely manner will be disqualified for that race. GLSS utilizes only "closed" red flags. On a closed red, crews will not be allowed on racing surface to work on cars. Violation of red flag procedures will result in a black flag. No red flag will be displayed for a fuel stop.
- 4.4. Fuel Stop. As soon as all the crews have reached their cars an air horn designating a 3-minute fuel stop will be sounded. A maximum of 2 crew members may fuel the car. No fuel will be dispensed until the initial horn sounds. At the 2-minute period the horn will be sounded and 1 minute will remain, a double horn will be sounded officially ending the fuel stop. Crews must be clear of their car when the 3-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position.
- 4.5. Open Red. Under special circumstances an "Open Red" will be utilized. The Race Director will determine when the track is open. Any repairs and/or adjustments, including fuel, changing a tire or wheel, can be made to the race car. Tires and/or Wheels must be changed in the work area. When the Race Director determines that the racing may resume; a single air horn designating crews have 1 minute to clear the track will be sounded. A double air horn will designate the end of the open red. Crews still on track after a double air horn may be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position.
- 4.6. Black flag. If black flag is waved, you are disqualified from that race and must return to pits. Failure to leave track will result in disqualification from all races for the remainder of the evening, and all points and moneys for that evening will be forfeited. Any car not running at reasonable racing speed may be subject to black flag for safety reasons. Any lapped car not able to keep a consistent racing line may be subject to black flag for safety reasons.
- 4.7. In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle or purposely hit by another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a GLSS Official, then repairs can be made to the contacted vehicle and that car will resume it's running position. The maximum time period allotted for such repairs is six (6) minutes. If repairs cannot be completed within this time period, then the car will be scored as finishing last in that race. Alternate(s) starters



will not be given a starting position in this situation. In the event the damaged car is not able to reenter the race, the car will be scored last on the lap in which that car has completed

- 4.8. Flat tire. You may ONLY change a tire in designated work area no fueling allowed; Designated work area will be announced at drivers meeting. When the one lap signal is displayed, cars will not be allowed to return to track. Any car changing or removing a tire for any reason will start at the tail.
- 4.9. Running below the tires or off the intended racing surface to pass another car will result in a penalty of two positions per car passed.
- 4.10. Any car not obeying an official will be black flagged and scored last for the event. This includes, but is not limited to, not getting in the proper position in a timely manner, stopping on the racing surface to dispute a decision, and excessive speed during yellow flag conditions.
- 4.11. Alternate car. If an alternate is taken, the original qualified car will receive the alternate's pay. No alternate will be taken after the original green flag is displayed.

4.12. Starts & Restarts

4.12.1 Initial Starts

Starts will take place at a consistent speed. Consistent speed will be at the discretion of GLSS Officials. Starts will take place at the white line. Any car out of line and/or passing before the white line will bring out a caution period and will be penalized two (2) positions on the ensuing restart. If an offending car is located on the last row of the starting grid then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event.

- 4.12.2. The field may accelerate when the green flag is displayed, but the pole car sets the pace and the front row starts the race together at the white line, regardless of a displayed green flag. Any passing before the green flag is displayed will not be permitted.
- 4.12.3. If in the event that the race is not properly started by the two (2) front row cars, the responsible car(s) will be moved to the second row.
- 4.12.4. Failure to acknowledge and comply with the "move back" signal will result in an instant disqualification from the racing event.
- 4.12.5. NO WARNING will be given for false starts.

- 4.13. Restarts will be between the cone in turn 3 & 4 and the white line at the exit of turn 4 (start box). Cars must pass between cone placed in the front stretch and the outside barrier of track. Leader of race has option to increase speed anywhere in the start box in turn 4 and must continue to accelerate past the cone. No passing before the cone, driving below or hitting the cone. Any car in violation will be charged with two positions per car passed, or two positions for hitting or driving under cone. If yellow must come out for the cone, car hitting cone will be charged with a yellow and must start at the tail.

5. General Racing Equipment, Driver Radios, and Scoring Transponders

- 5.1. All competitors in series are required to have, in working condition, an approved one-way radio system to aid in line ups and/or the use of race control to manage the racing event.
- 5.2. We reserve the right to penalize drivers that don't run a radio. Any driver who willfully ignores orders given by GLSS officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.



- 5.3. All cars must have and/or provide the adequate hardware for the attachment of the Scoring Transponder.
- 5.4. All cars are required to be equipped with a scoring transponder securely mounted on the specified location. It is the competitor's responsibility to ensure proper installation and working condition of the scoring transponder.
- 5.5. If a car is found to have a non-functioning scoring transponder, they will be directed to the pits to have one installed. A penalty may be assessed at the discretion of series officials.
- 5.6. Transponders will be available for rent on a nightly basis.

6. Scoring Procedures

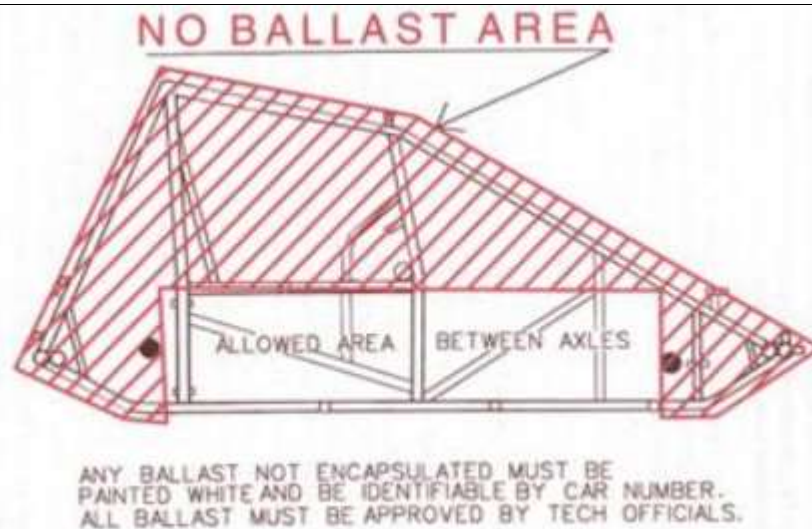
- 6.1. All races are scored at the designated start/finish line.
- 6.2. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line except for the cars involved in the incident.
- 6.3. After the first completed green flag lap, following the original start or a restart, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps. Racing back to the start/finish line will not be permitted.
- 6.4. Lining up for restarts. Form a single file nose to tail line. GLSS Officials will correct the lineup. First lap restarts; inside or outside row will move straight up to fill a void for a missing car.
- 6.5. All lapped cars will go to tail of the field when a caution comes out during a feature. They will be lined up in their scored position behind all lead lap cars. This is for features only.
- 6.6. If a car on the lead lap spins during a feature event and brings out a yellow, they will be placed at the tail of the lead lap cars, in front of the lapped cars.
- 6.7. If a caution (other than one for a bad start) comes out on the original start or before one (1) lap is completed, the car or cars that brought out the caution will lineup at the rear of the field and the race will have a complete restart for the remainder of the field with cars lined up by position at the discretion of the race director.
- 6.8. All feature races that have a caution on last lap will be restarted with a green, then white, then checkered flag finish. There will be NO green and white flags waved together in a feature event, a yellow on last lap means two laps to go when race goes back to green.
- 6.9. If a yellow and/or red flag is displayed with the checkered flag simultaneously that race is completed. The cars not crossing the finish line will be scored according to their position in their last completed green flag lap. Cars involved in caution will be put at the rear of the last completed lap in the sequential order.

7. Car

- 7.1. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches. No aluminum or titanium frames.
- 7.2. Triangular side panels on roll cage allowed within roll cage. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces are to extend beyond or underneath the racecar. Anybody panel not meeting GLSS specifications must be removed.



- 7.3. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 20".
- 7.4. Rear bumpers and nerf bars must be steel or stainless steel, min. 1" diameter, min. 0.65 thickness and bolted on. Nerf bars mandatory and must not extend beyond tires.
- 7.5. Front axle must be steel only. Axle tube must be one piece. 52" maximum width. No independent front or rear suspensions. Drag link rods must be attached to the frame with a tether strap.
- 7.6. Brake rotors must be steel, aluminum, or titanium.
- 7.7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline. All drivelines must be broken in the coupler or rear end slider, fully enclosed and contain no more than one U-joint or C-V joint. Steel driveline hoop or strap is mandatory.
- 7.8. Driver's seat must be bolted in with a minimum of four bolts. High back style seat is mandatory. Safety harness lap belt must be routed through the belt holes in the side of the seat.
- 7.9. Roll cage must have protective padding. Roll bar padding must cover upper part of roll cage on both sides, and behind the driver's head. Roll bar padding must also be placed on any bars near the driver's head. Roll bar padding not required if a full containment style seat with padding on sides and back is used.
- 7.10. Protective rock screen must be installed in front of driver, with no larger than 4" square (2"x2") opening.
- 7.11. The right-side cockpit opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal with no other opening less than 10".
- 7.12. Unaltered mufflers are required at all tracks. All mufflers must be bolted, clamped or welded on header. If a muffler is lost during a racing event the car will be disqualified and scored last. GLSS officials reserve the right to measure Db levels of any competing car to ensure muffler is working properly.
- 7.13. Other than wing slider no cockpit adjustable devices. This includes, but is not limited to brake bias, shocks, suspension and fuel.
- 7.14. Car numbers must be run on both sides of fuel cell, both sides of top wing and center of the top wing.
- 7.15. Minimum weight will be 1,475 pounds with driver, at the conclusion of the race. No weight allowance of any kind. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)



- 7.16. Weigh in procedures. A pre-determined number of cars from each event must weigh in immediately after the race. Failure to report directly to the scales after race will result in disqualification for that race and scored last. Excess mud will be removed before crossing scales. Any car not meeting 1,475 pounds with driver will be disqualified for that race, scored last and will start last in any further race that evening after the minimum weight has not been met. Only two crew members plus the driver will be allowed in the scale area. Violation will result in disqualification.
- 7.17. No traction control devices of any kind allowed. This includes mechanical and electronic. No wheel speed sensors permitted. Violation of this rule will result in a one-year suspension. Teams may be required to disconnect tachometers at any time.
- 7.18. No Hollow or drilled out bolts anywhere.

8. Engine

- 8.1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6). No aluminum blocks. No Titanium in engines, excluding valves and valve retainers. No computer operated or controlled devices. Must be fuel injected.
- 8.2. Injectors: 2 3/16 (2.187 inch) maximum inside diameter of injector stack and at least 3 inches in length. Larger injectors may be used on all engines but sleeves a minimum of 3 inches in length must be installed in stacks above the butterflies. No relief hole may be drilled above the butterfly on any injector. No alteration of injector manifold mounting holes will be allowed. No throttle body or plenum type injectors allowed. No down nozzle injectors. One nozzle per cylinder for all engines.
- 8.3. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder. Injection unit shall have one shaft operated butterfly per cylinder. The immediate area of the butterfly must be round. No slide or barrel type injectors will be allowed.
- 8.4. Spec Heads Brodix heads, part #27-211 (Chevy), #27-223 (Ford), and #27-222 (Mopar)
- 8.5. Chevy heads part #27-211 with ASCS logo. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is



permissible if letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the $\frac{3}{4}$ inch. Please note that the intake port is for the Fel-Pro #1206, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity, and is no way recommended by Brodix.

- 8.6. Ford heads part #27-223 with ASCS logo. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket. Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications. Excessive porting and/or angle milling of the ASCS logo Cylinder Heads may affect their structural integrity and is in no way recommended by Brodix. Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type and intake to head angle must remain within 1 degree of stock. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head.
- 8.7. ASCS checking fixtures will be used by GLSS officials to enforce specifications and dimensions. Non Spec Chevy heads will be allowed, but must be 23 degree heads and have an unaltered ASCS intake-restricting gasket installed. Unaltered means absolutely no modifications to bolt holes or port sizing. These gaskets are to be installed right side up with Logo to top. The ASCS restrictor gasket must protrude a minimum of .150 inch into the roof line of both the injector port and the cylinder head port. The .150-inch protrusion must extend fully across the roof line of the intake port in both the manifold and cylinder head. There shall be no streamlining or reshaping of intake ports or injectors to reduce the effect of the restrictor gasket. Non spec heads must have stock intake bolt location, and injector manifold is to be installed with stock 3/8 inch diameter bolts. No step studs or relocating bolt holes. You cannot enlarge or relocate restricting gasket bolt holes.
- 8.8. Penalty for altered spec head or altering gasket will be subject to suspension for one calendar year. Forfeit all points and money won during the race in which the infraction was found and subject to a \$500 fine that must be paid to GLSS before reinstatement.
- 8.9. Non-Spec 23 degree will be allowed but must have an unaltered ASCS or GLSS intake-restricting gasket(#8E89208) properly installed. The gasket must protrude a minimum of .150 inches into the roofline of both the injector port and the cylinder head port. Absolutely no modification to bolt holes or port sizing. These gaskets are to be installed right side up with logo on top.
- 8.10. 305 cubic inch engines that meet Fremont (Ohio) and Attica (Ohio) Raceway Park rules are legal as is. Any car with a legal 305 engine must comply with all other GLSS rules.
- 8.11. Oil pans must have an AN-16 or equivalent inspection plug, that when removed will provide direct access to the adjacent connecting rod. Oil pans without plug or direct access will be subject to pan removal at any time.

9. Wings

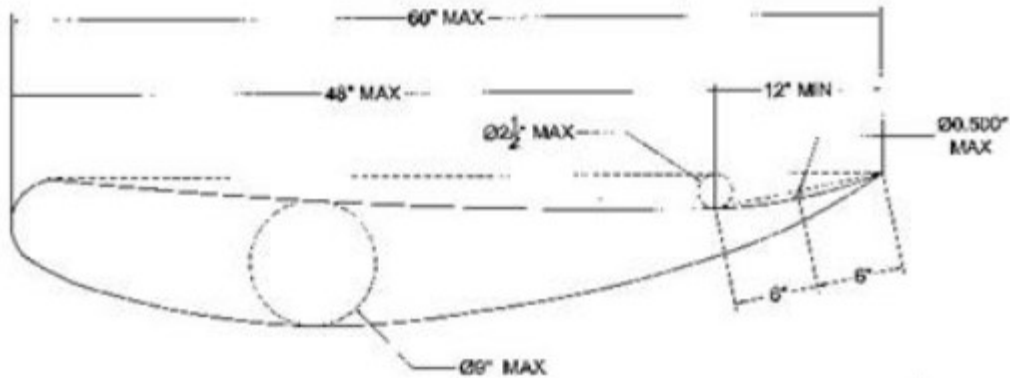
- 9.1. Top Wing: (see Illustration) Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance. Center Foil shall be fully



sheathed in aluminum. Vent holes are strictly prohibited. Other than the slider mechanism, no moving parts allowed on or in foil structure. Wing must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wing.

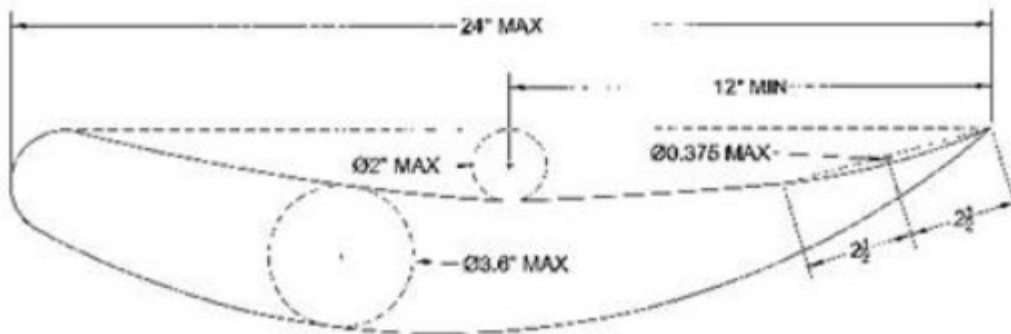
- 9.2. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat. If flat, a two-inch wicker bill is allowed.
- 9.3. The 12-inch section located at the rear of the Center Foil must not have the belly/curl arc out of proportion with the rest of the Center Foil. The belly/curl arc must span the entire length of the Center Foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the Foil may be deeper than 1/2 inch. There is zero tolerance on this 1/2 inch depth. It is suggested that the wing blue print specify 15/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 1/2 inch specification. (This 1/2 inch measurement ensures that the belly/curl arc is gradual.)
- 9.4. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2 1/2 inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. 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.
- 9.5. Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil exceed 3 inches in height. The top wing can be cockpit/driver adjustable.
- 9.6. All side board panels must be within an eight-degree plus or minus tolerance.
- 9.7. Side panels may not be supported by braces whose section is not horizontal. 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 aero section side panel brace material allowed. No brace or support shall resemble a wicker bill or a split wing.
- 9.8. Top Wing sideboards maximum size, 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat so as to have no turnouts or flaps made of more than 2 inches of material on the front or rear of panels and no more than 1 1/2 inches on the top or bottom. The entire panel must remain perpendicular to the center foil. No bending the side panel and/or moving the braces to kick out the right side panel.
- 9.9. 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. Side boards may have front, back, top and bottom turnouts of no more than 1/2 inch.

Top wing diagram/specification



- 9.10. Front Wing: (see Illustration)
- 9.11. Front wing must be made of metal alloys, max. 6 sq ft, max. 36" wide, max. 12" side boards with 1/2" turn out on top & Bottom of sideboards allowed.
- 9.12. A 2" wicker bill allowed on flat or dished front wings.
- 9.13. No split or bi-wings, gurney lips, rudders or any air flow altering devices allowed. Center Foil must be one piece. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wing.
- 9.14. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. The Front Wing must not extend beyond outside of front tires.
- 9.15. The Front Wing may not be cockpit adjustable. No moving parts allowed on or in foil structure.

Nose wing diagram/specification





10. Fuel

- 10.1. Methanol or Ethanol only. No nitro or additives or any kind allowed. Fuel is subject to be checked at any time. If fuel is found illegal, driver and car will be disqualified, and all points and money will be forfeited for that event. Driver or car owner will be responsible for any lab cost for fuel test.
- 10.2. Fuel tank: Fuel cell/tank and bladder are mandatory.
- 10.3. No smaller than 24 gallon fuel tanks allowed at any time (27 gallon or larger fuel tank recommended).
- 10.4. A fuel shut-off valve shall be required within easy reach of the driver while sitting in the car.

11. Tires and Wheels

- 11.1. Right Rear Hoosier Racing Tire, 105 x 16.0 stamped Medium.
- 11.2. Only Hoosier Tires on all four corners of all cars
- 11.3. Bead locks recommended on all wheels. Insert type from rubber wheel covers or covers that are securely screwed to wheels will be the only of type wheel covers acceptable.
- 11.4. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.
- 11.5. Absolutely no tire prep is allowed. If tire prep is found on your tires, you will be DQ'd for the remainder of the season and any points fund money will be forfeited.

12. Protests

- 12.1. Protest will be taken only from a driver and then only if the protest is in writing and accompanied by the appropriate protest fee in cash to GLSS officials.
In the event the protested car is found to be legal, the protest fee shall be given to the owner of the car protested minus a fee that shall be paid to the inspector.
- 12.2. All protest must be filed within ten (10) minutes after the completion of the last race of the evening. All protest shall be decided upon by GLSS or his representative. Any appeal of official decision must be filed in writing within ten (10) minutes of notification with GLSS and forwarded to the GLSS
Protests can only be filed by GLSS members. Protests will be forwarded to the GLSS Board of Directors whose decision shall be final.
- 12.3. No protests will be accepted on judgment decisions.
- 12.4. In the event a car is protested and found to be illegal by the inspector, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended.

Protest Fees (Figures in Parenthesis Are Filing Fees)

Motor tear down: \$800 (\$100).

P & G fuel test \$800 (\$100).

Other technical protest: \$200 (\$10).



13. Sportsmanship

Sprint car racing is a very emotional sport. As such, good sportsmanship is the key element of any competitive racing program. This must include respect for all participants – drivers, owners, girlfriends, wives, mistresses, pit crews, and officials. For our part we will make every effort to be consistent with our rules regardless of whom or what is involved.

We will treat all participants with respect and expect similar treatment in return. A racer's pit area is his castle – therefore please stay out of other racer's pit areas, especially after an incident where you have been involved with that racer. Drivers – remember that you are responsible for the actions of your crew. As such, any member of a team who verbally or physically assaults an GLSS official will be fined and/or suspended from competition.

Sportsmanship does not just pertain to activities at the track. Be aware that we do our best to present GLSS and its drivers in the best light possible. We expect our drivers to do the same. Remember what you say has weight, what you type has meaning, what you do has consequences. Think before you lash out and refrain from posting to social media. You never know who is reading, listening, or watching.

14. Memberships

- 14.1. There is a \$15 per car entry fee required for each member and \$35 fee for non-members at each race event that will be deducted from each car at payoff.
- 14.2. Member must clearly display GLSS series decal and all required sponsor decals at all GLSS sanctioned races to be eligible to compete in and collect event points and year end points fund money and awards.

15. Rookie of the Year Award

- 15.1. Rookie candidates are a driver who has competed in no more than a total of six previous GLSS races and has not competed previously in a full-size winged sprint car. The rookie driver who finishes highest in total points will determine Rookie of the Year. There may be seasons that no Rookie of the year is awarded.

GENERAL INFORMATION

1. This booklet contains the official rules and car specifications for all sanctioned events of the Great Lakes Super Sprints. Any point not covered herein shall be resolved by GLSS or their appointed representative.
2. All cars MUST display the official decals of major GLSS sponsors; or any other designated sponsors to be eligible for contingency and point fund. Drivers must be a member in good standing of GLSS in order to qualify for point fund money. Cars must display decals on outside of both of the side panels of wings. Decals shall be provided free of charge by GLSS.
3. All drivers participating in a sanctioned event that purchase a membership from GLSS at a cost of \$200 per year will receive an insurance policy from Sports Specialists a \$10,000 accidental death & Dismemberment, \$100,000 medical accident (see policy for details). ***At the drivers choice, they can opt out of this insurance and apply \$75 toward a 24/7 AFLAC accident policy.**
 - a. **If a driver does not wish to have insurance coverage through the series, they can purchase their annual membership for \$125.**



- b. There will be special event shows during the year that do not follow these formats. You will be informed of specific procedures. All racing programs are subject to change. Any such changes will be covered at the drivers meeting.
- c. GLSS points shall be awarded to drivers in accordance with the following schedule:

A Qualifying Points		
1. 50	9. 34	17. 18
2. 48	10. 32	18. 16
3. 46	11. 30	19. 14
4. 44	12. 28	20. 12
5. 42	13. 26	21. 10
6. 40	14. 24	22. 10
7. 38	15. 22	23. 10
8. 36	16. 20	24. 10

A Heat Race Points	
1. 50	9. 34
2. 48	10. 32
3. 46	
4. 44	
5. 42	
6. 40	
7. 38	
8. 36	

A FEATURE POINTS		
1. 150	9. 113	17. 96
2. 142	10. 110	18. 94
3. 135	11. 108	19. 92
4. 130	12. 106	20. 90
5. 125	13. 104	21. 88*
6. 122	14. 102	22. 86*
7. 119	15. 100	23. 84*
8. 116	16. 98	24. 82*

*If only 20 or 22 cars run the A-Main, see awarding of points below

- 80 points will be awarded to anyone failing to make the A-Main, but takes the green flag in the B-Main
- 65 points will be awarded to all drivers that qualify and compete in their heat race but fail to make it out for any feature race.
- 65 total points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in qualifying.



GREAT LAKES SUPER SPRINTS

- In the event GLSS has a sanctioned race, but it is co-sanctioned with another series, all participants that race all night will receive the maximum points allowed (250). If a participant does not run the feature (A or B), they will receive 50 points less.
- GLSS event cancellation policy: All full-time members in attendance (on site) with a purchased pit pass and their car, verified by GLSS officials, at the time official pill draw **is closed**, will receive 50 appearance points.