



2026

Great Lakes Super Sprints

Rulebook

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Updates to the 2026 Great Lakes Super Sprints Rulebook are noted via red text.

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1. Preface

A Great Lakes Super Sprints event is a competitive Sprint Car racing event which is intended to be conducted and officiated in accordance with the rules herein (the 2025 Great Lakes Super Sprints Rule Book). These rules and regulations provide the guideline for all events. The rulebook may be amended, altered, modified or supplemented from time-to-time and Bulletins or special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants are deemed to have agreed to comply with these rules and regulations and any amendment or modifications thereof.

The rules are not intended to express or imply the warranty of safety as a result of publication of, or compliance with the rules and regulations as stated herein. The rules are intended to offer a guideline for the orderly conduct and officiating of an event. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, official, or other individual.

The GLSS General Manager shall be empowered to permit any appropriate amendment from any of the specifications and/or procedures herein, or impose any further restriction that, in their opinion, does not alter minimum acceptable requirements. Revisions to the rules are not intended to express or imply the warranty of safety as a result from any such deviation or restriction of the specifications, rules and/or procedures. Any interpretation of, deviation from, these rules herein, is left to the discretion of the Director and GLSS Officials and their jurisdiction and discretion is final.

Any visible equipment changes and/or performance enhancing changes to previously approved Sprint Cars and/or equipment must be approved in writing prior to introduction into competition by the GLSS General Manager. GLSS Officials reserve the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

It is ultimately the obligation of each participant to ensure their conduct and equipment comply with all of the applicable rules, as they may be amended from time-to-time. The rules are in no way a guarantee against injury and/or death to participants, spectators, officials and/or others.

2. Definition of Terms

- 2.1. **"A-Main"** – the feature race of an Event.
- 2.2. **"Bulletin"** – an amendment to the Rule Book issued and published by the Series through the electronic version of the Rule Book or as otherwise issued or distributed by the Series, and may include circulars, regulations, bulletins, directives and/or rulings.
- 2.3. **"Competitor"** – A driver, car owner, crew member and/or any other person (other than a GLSS Official) who participates competitively in a Great Lakes Super Sprints sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.
- 2.4. **"Drivers Meeting"** – GLSS Officials will conduct a Competitors meeting at each race Event
- 2.5. **"Event"** – A Great Lakes Super Sprints sanctioned event. The event includes the main races and all ancillary activity leading up to and following the conclusion of the event, including registration/pill draw, Drivers Meeting, inspection (pre- and post-race), hot laps, time trials, heat races, features, and it includes events affected by inclement weather and/or postponed dates related thereto.
- 2.6. **"GLSS Officials"** – Persons employed or contracted by the Great Lakes Super Sprints to officiate at an event, sometimes referred as "Officials."
- 2.7. **"Great Lakes Super Sprints"** – The trade name for the Series.
- 2.8. **"GLSS Supervisory Official(s)"** – The employee of Great Lakes Super Sprints as designated herein. The Great Lakes Super Sprints may designate additional 'GLSS Supervisory Officials' in a bulletin and/or verbally from time-to-time. The GLSS Supervisory Officials until further notice is as follows:
 1. Barry Marlow, Series Director (989-737-6150)
 2. Zach Hiser, General Manager (517-212-5925).
 3. Aaron Kistner, Race Director (269-414-9158).
- 2.9. **"OEM"** – Original Equipment Manufacturer.
- 2.10. **"Promoter"** – The individual, partnership, corporation, joint venture and/or other legal entity that, in connection with the Event, is designated as the "Promoter" in the executed Sanction Agreement for the Event.
- 2.11. **"Race Director"** – person responsible for:
 1. Ensuring proper observance of the Rule Book.
 2. The control of practices, qualifying and races.
 3. The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 4. All versions of the starting procedures.

5. Directing the use of medical cars/fast intervention vehicles
 6. Undertaking the other designated Race Director activities set forth in the Rule Book.
- 2.12. **"Release and Indemnity Agreement"** – a valid waiver, indemnification and release of liability agreement in form and substance satisfactory to the Series.
 - 2.13. **"Rule Book"** – The rules in this 2025 Great Lakes Super Sprints Rule Book, as they may be amended or modified from time-to-time.
 - 2.14. **"Sanction Agreement"** – The agreement between Great Lakes Super Sprints and a Promoter to promote, host and operate an Event.
 - 2.15. **"Series"** – the Great Lakes Super Sprints operated by Great Lakes Super Sprints, LLC
 - 2.16. **"General Manager"** – person responsible for:
 1. Ensuring proper observance of the Rule Book.
 2. The control of practices, qualifying and races.
 3. The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 4. All versions of the starting procedures.
 5. Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids and races) and presentation of reports to appropriate committees
 6. Undertaking the other designated General Manager activities set forth in the Rule Book.
 - 2.17. **"Split Scoring"** – In the instance that there is a caution after the leader and at least one other car has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the manner in which they crossed the scoring line. Those cars that had not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap. On all laps, except the final lap, at least 2 cars must cross the scoring line to qualify for split scoring. On the final lap, only the leader must cross the scoring line for split scoring to be utilized.
 - 2.18. **"Sprint Car"** – A specified racing vehicle that fits the specifications set forth in this Rule Book.
 - 2.19. **"Start Finish Line"** – Point on the race track where the official timing and scoring loop is installed

3. Great Lakes Super Sprints Rules

- 3.1. **Effective Date** – The rules within this Rule Book are effective upon the date of publication by the Great Lakes Super Sprints for any Event, regardless of when a Competitor receives the actual notice. "Date of Publication" of the rules or any amendments thereto is the earliest of distribution from the Great Lakes Super Sprints and/or release to the press.
- 3.2. **Amendment** – The Great Lakes Super Sprints rules may only be amended by publication of an amendment in an issued release/Bulletin or during a Drivers Meeting pursuant to the authority of GLSS Officials. An amendment is effective upon the date of the publication (earliest of electronic posting, mailing, emailing or other timely distribution, or verbal announcement or distribution by

the Series), regardless of when a Competitor receives the actual notice.

- 3.3. **Interpretation and Application** – If there is a disagreement or dispute regarding the meaning or application of the rules, the interpretation and application of the GLSS Officials at the Event will prevail.
- 3.4. **Finality of Interpretation and Application** – The interpretation and application of the GLSS Officials at the Event shall be final and non-appealable. **ALL COMPETITORS AND OFFICIALS, EXPRESSLY AGREE THAT DETERMINATIONS BY GLSS OFFICIALS AS TO THE APPLICATION AND INTERPRETATION OF THE RULES ARE NON LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST GREAT LAKES SUPER SPRINTS, LLC D/B/A AS GREAT LAKES SUPER SPRINTS OR ANYONE ACTING ON BEHALF OF THE GREAT LAKES SUPER SPRINTS, TO REVERSE OR MODIFY SUCH DETERMINATIONS OR TO RECOVER DAMAGES OR TO SEEK ANY OTHER KIND OF RELIEF AS A RESULT OF SUCH DETERMINATIONS, UNLESS THE OFFICIALS MADE SUCH DETERMINATIONS FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE COMPETITOR OR OFFICIAL. IF THE COMPETITOR OR OFFICIAL INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THE COVENANT, THAT COMPETITOR OR OFFICIAL AGREES TO REIMBURSE THE GREAT LAKES SUPER SPRINTS FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY’S FEES. EACH COMPETITOR OR OFFICIAL FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST THE GREAT LAKES SUPER SPRINTS FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION.**
- 3.5. **Principal Rule of Interpretation and Application** – The rules are intended to ensure that sanctioned Events are conducted in an orderly manner that is as fair as possible for all Competitors, consistent with prompt finality in competition results. On occasion, circumstances will be presented that are either unforeseen and/or otherwise extraordinary, in which strict application of the Great Lakes Super Sprints rules may not achieve this goal. In such rare circumstances, the GLSS Officials, as a practical matter, may make a determination regarding the conduct of an Event, the eligibility of a Competitor or similar matters that are not contemplated by or are inconsistent with the Great Lakes Super Sprints rules, in order to achieve this goal. From time-to-time in particular rules, Official Entry Blanks (if applicable), Bulletins and elsewhere, Great Lakes Super Sprints may use the term “**EIRI**” meaning “Except in Rare Instances” to indicate the likelihood that such a determination may be made.
- 3.6. **Special Rules** – Special rules may be made by the GLSS Officials for an Event. Such special rules shall apply to the conduct of the Event if they are published or announced prior to or during the Event by means of bulletin, email, headset, newsletter, telephone, and/or pre-race Drivers Meeting.

4. **Membership**

4.1. **Full Time Competitors**

- 4.1.1. To be eligible for year end points fund monies and potential provisionals, Full Time Competitors ("Full Time Competitors") must fill out a 2026 Entrant Agreement ("Entrant Agreement"), a Release and Indemnity Agreement, purchase a Michigan, Ohio, or Tour Membership, and abide by the terms in, and remain in good standing under, the Entrant Agreement. Member teams will be charged a \$15 entry fee deducted from each car at payoff.

4.2. **Other Competitors**

- 4.2.1. The Series does not require other Competitors to fill out a membership agreement to race in our Events. Teams are required to fill out appropriate paperwork (W-9, Entrant Agreement, liability release, indemnity and waiver, insurance and other documents) as required by Great Lakes Super Sprints Officials. There is a \$35 per car entry fee required for each non member that will be deducted from each car at payoff.

4.3. **Minimum Requirements**

- 4.3.1. To be approved, secure and maintain a Great Lakes Super Sprints Series Membership any Great Lakes Super Sprints Series member, at minimum, must:
 1. Be at least 14 years of age.
 2. Ages 14 to 17:
 - A parent and driver must sign the Release and Indemnity Agreement
 - Execute and deliver to Great Lakes Super Sprints Series such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required from time-to-time.
 - Competitors under 16 years of age may race at the discretion of Great Lakes Super Sprints and the event facility.
 3. Following completion of all documentation, waivers, consents, resumes, other documents and/or training modules, a driver must be approved by a Great Lakes Super Sprints Official for competition before becoming eligible to participate in any sanctioned Event.
 4. Failure to meet any criteria may result in an indefinite suspension from Great Lakes Super Sprints Series Events.

4.4. **General Conduct**

1. All Competitors agree to act in a professional manner as determined by GLSS Officials. The professional manner includes, but is not limited to verbal representation, written representation, electronic representation, social media and/or any representation that may represent or reflect on the Great Lakes Super Sprints, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates.
2. All Competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages, marijuana and/or illegal substances.

3. During an Event, any Competitor may be requested to report to the Great Lakes Super Sprints Trailer or other agreeable location for consultation with GLSS Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by GLSS Officials.
4. As a disciplinary action, a driver and/or race team may be parked during and/or after any Great Lakes Super Sprints Event. Parking is a directive from a GLSS Supervisory Official to cease competition and may include a directive for the Competitor(s) to not participate in an Event for a set number of laps and/or complete Event(s) and/or future Events and/or leave the premises in order to promote the orderly conduct of any Great Lakes Super Sprints Event. This directive will only be given in extraordinary circumstances by the GLSS Supervisory Official. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other "penalty" as referenced in Section 10 and is not appealable.

4.5. Series Championship

- 4.5.1. **Championship** – Great Lakes Super Sprints will award Sprint Car drivers ("Drivers") points based upon their finish in each Series race Event as set forth in Section 9 of this rulebook. At the end of the Series scheduled season, the Great Lakes Super Sprints shall announce a champion in each division (Michigan/Ohio/Tour). Posted championship prize money will be awarded solely to the car owners based on the final end of season Drivers Champion standings, this is based upon their cumulative points total for the Series. Tie breakers for Drivers points will be dictated in the following order: number of wins, number of 2nd place finishes, number of 3rd place finishes and so on until the tie(s) is broken.
- 4.5.2. **Rookie of the Year Award** - Rookie candidates are a member driver who has competed in no more than a total of six previous Great Lakes Super Sprints events and has not competed previously in a Touring dirt 360 or 410 division. The rookie driver who finishes highest in total points will determine Rookie of the Year. Eligible drivers shall run at least 70% of total points paying races. There may be seasons that no Rookie of the year is awarded.
- 4.5.3. **How to Qualify for Points Fund**

Membership	MI or Tour*	OH or Tour*	Tour*
100% is	100%-1 Race	100%-1 Race	100%-3 Race
<100% ran	Paid on % ran	Paid on % ran	Paid on % ran
For Points \$	Must Run 70%	Must Run 70%	Must Run 70%
Races	All Michigan	All Ohio	All GLSS Races

If you want to be eligible for points in more than one division, then you will need a Tour Membership.

To receive championship points money the driver or car owner must attend the Series Championship Banquet. Failure to attend the banquet will result in a 50% reduction in winnings. Pre-arranged absences shall be discussed with series management.

Disclaimer: All Races, unless noted as "non-points", are awarded points, we do NOT drop your worst night.

5. Personal Safety Equipment

5.1. General

- 5.1.1. Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every Event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

5.2. Helmets

- 5.2.1. All drivers will be required to wear a full-face, properly fitting helmet with a minimum safety rating of Snell SA2021, Snell EA2017, or Snell SA2016.
- 5.2.2. At all times during an Event including practice, qualifying and competition it is required that drivers wear an SFI-approved head and neck restraint/support system that is properly mounted and connected/worn per the manufacturer's instructions. The device should meet SFI 38.1 specifications and display a valid SFI 38.1 label.
- 5.2.3. Arm restraints are recommended and should be connected and used as instructed by the manufacturer.

5.3. Protective Clothing

- 5.3.1. All drivers will be required to wear a fire-resistant driving uniform. All drivers should wear SFI or FIA-rated fire-resistant accessories, including, but not limited to: head sock or helmet skirt, under garments, shoes and socks. All drivers will be required to wear fire-resistant gloves and shoes.
- 5.3.2. All fire-resistant clothing needs to be in good condition and will be subject to periodic inspections. Any item with holes, tears or excessive wear may not be permitted and may need to be replaced prior to competition.
- 5.3.3. Drivers MUST wear all fire-resistant clothing and have their seat belts fastened at all times, including during engine heat.

5.4. Seats

- 5.4.1. All current aluminum seats are highly recommended to be full containment type construction and should adhere to the general design specifications of SFI 39.2 seat construction standards. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
- 5.4.2. Up fitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and an acceptable base seat approved by the seat manufacturer. Components must include comprehensive head surround, shoulder and torso support system, and energy impact foam. It must be installed in accordance to seat manufacturer instructions.
- 5.4.3. Seats must be used as supplied and installed following instructions provided by the seat

manufacturer.

- 5.4.4. The recommended driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list.

5.5. Seat Belt/Restraint System

- 5.5.1. Each Sprint Car will be equipped with a minimum of an SFI 16.1 or SFI 16.5 approved restraint system, valid only until the date of the belt expiration (two years from the date of manufacture). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation, the fasteners must be magnetic steel unless using type of mount in which the seat belt must bolt to or wrap around the chassis. No belts to seat installation will be allowed. A minimum five- point harness is required.

5.6. Other

- 5.6.1. RACEceiver Radios are mandatory; Great Lakes Super Sprints reserve the right to disqualify drivers who intentionally attempt to compete without a RACEceiver. No two way radios will be allowed.
- 5.6.2. An onboard fire suppression system is highly recommended (but not mandatory) on all cars with nozzles positioned to coat the Engine, Driver, and Fuel Cell.
- 5.6.3. 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 manufacture's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
- 5.6.4. 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.
- 5.6.5. No flammable liquids allowed in the cooling systems.

6. Racing Event Procedures

6.1. Inspections

- 6.1.1. All Sprint Cars entered and present at any Great Lakes Super Sprints Event that are intending to compete in the racing Event must be able to pass a pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter. Refusal to present the Sprint Car vehicle or preventing Officials from completing pre-race inspection will result in disqualification from that Event in addition to potential penalties, suspension and/or fines.
- 6.1.2. All Sprint Cars are subject to a complete inspection at any time during the Event.
- 6.1.3. Fuel will be inspected during periodic intervals utilizing a hydrometer and by chemical analysis through a fuel chemist. If a fuel sample is chemically analyzed, all winnings of that particular Sprint Car from that particular racing Event will be held until the analysis has been

completed and a determination has been made by the GLSS Officials.

- 6.1.4. GLSS Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

6.2. Pill Draw

- 6.2.1. All drivers and teams must draw for a position in time trial qualifying at the designated location in order to be officially entered for the Event. The drivers and/or teams are responsible for their own pill draw.
- 6.2.2. All pills must be drawn prior to the posted Drivers Meeting time. Team Owners will have the ability to have someone draw for a time trial position on their behalf if the team is late arriving. However, failure to appear for qualifying will result in being tagged to the tail of a heat race.
- 6.2.3. If a Sprint Car and Driver show up after the start of the Drivers Meeting, but before qualifying has ended, they will be placed at the end of the next heat race with the least amount of cars. If car and driver arrive after the first heat race has started, they can be placed at the tail of the next preliminary event they are ready for. Cars will need to start those races in order to get paid.
- 6.2.4. If car or driver arrive after the first heat race has started and there is no B-Main, car and driver would need to start the A-Main in order to get paid. If car and driver do not start the A-Main, they will not be paid.
- 6.2.5. If any Sprint Car(s) scratches after the pill draw and before the start of the Drivers Meeting, they will be removed from the entry list.
- 6.2.6. The entry list becomes official at the start of the Drivers Meeting.

6.3. Drivers Meeting

- 6.3.1. All drivers must attend the Drivers Meeting. A roll call may start each meeting along with a sign-in sheet. The Driver and Crew Chief from each Team are required to attend each meeting. Those drivers or crew chiefs in violation of not attending the Drivers Meeting could face a qualifying penalty, fine, loss of driver's points and/or suspension.
- 6.3.2. The number of race cars starting each Event and the number of laps for each event will be announced at the Drivers Meeting.
- 6.3.3. Any changes in the basic Event night program due to car count, track conditions and/or any other circumstances will be announced at the Drivers Meeting.
- 6.3.4. There may be special event shows during the year that do not follow the standard Great Lakes Super Sprints racing formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the Drivers Meeting.

6.4. Hot Laps

- 6.4.1. If wheel packing is necessary, participation is required to retain time trial position. If a Sprint Car and Driver do not wheel pack, they will be placed at the end of qualifying and be given

one lap to qualify with a time no better than 50% plus 1 position of the group.

- 6.4.2. Drivers must hot lap in posted group unless having trouble that is reported to a GLSS Official.
- 6.4.3. Except in rare instances, hot laps will be limited to one session per group.

6.5. Qualifying

- 6.5.1. Qualifying will consist of two consecutive timed laps unless otherwise noted and when possible multiple cars at a time. Changes to the two-lap qualifying procedure will be at the discretion of the GLSS Officials.
- 6.5.2. Free laps during time trials will not be given. When a car is pushed for time trials it must make its attempt beginning at the same time all other cars are making said attempt. Also, during time trials all cars must begin accelerating at the same point on the surface, meaning if a car's attempt is yellow flagged or slowed for any reason or halted due to a red flag condition, once cleared to resume the attempt, the throttle must be picked up in the same location as all other cars. If a driver feels he/she was interfered with during his qualifying attempt, he/she must notify the GLSS Officials at the scale area, and if another attempt is granted, report directly back to the time trial push off area to be the next available car to qualify and be given one additional lap. Once the car leaves the scale area no interference lap will be granted.
- 6.5.3. Qualifying will take place in the order of the pill draw. Each car and/or team will have a two-car/group grace period to be in line for their own qualifying opportunity. If the grace period is missed the late car will take its time trial at the end of overall qualifying and receive only one qualifying lap. The best a late car can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted. Once a car is pushed for qualifying, even if it doesn't start, it is considered an attempt to qualify. If the car leaves the track and goes to the pit area or returns to the qualifying push lane, it will be considered late and will only receive one qualifying lap at the end of overall qualifying and the best it can qualify is 50% (lower number) + 1 of the overall number of qualifiers in a group no matter what the qualifying time of record is posted.
- 6.5.4. Any car that fails post qualifying inspection (i.e. fails to report directly to the scales, too light at scales, illegal tire, wings, wheels, etc.) will lose its qualifying time of record, but will be lined up as the last car in their respective heat race. Any car that fails post qualifying inspection cannot become redraw eligible regardless of their heat race finish.
- 6.5.5. All cars must report directly to the scale location after completing their time trial lap(s) and meet the minimum required weight with the Driver in the Sprint Car. Refusal to report directly to the scales after completing time trial lap(s) will be considered a disqualification from time trials. If time trials are interrupted due to weather or an electronic timing issue any hot lap/ heat race groups that have been completed will retain those times. Whichever group had the interruption will need to re-qualify once the weather allows or electronic issue has been fixed or timing light is set up.

6.6. Racing

- **Starts**

- 1. Any driver, team, and/or car, who purposely attempts to hold up the start of any race will be placed at the rear of the lineup and could be disqualified from the event, suspended

and/or fined at the discretion of the GLSS Officials.

2. Once the allotted time (announced at the Drivers Meeting) allowed for being on the track or in the push off lane ready to race has expired, any late arriving car will be penalized two (2) starting positions. Any car pushed after the field has started assembling must start at the rear of the field. This rule may be adjusted from time-to-time, "EIRI", at the discretion of the GLSS Race Director.
3. All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of GLSS Officials. Starts and restarts will take place within a designated area that will be identified at the Drivers Meeting. The pole sitter is to set the pace for the field. The two front row cars must choose their racing line entering turn three and must maintain that line until the start or restart occurs. Failure to do so will result in a two-position penalty. The two front row cars will begin the race by firing together at the chalk line in the area of turn four. In the event that the race is not properly started by the two front row cars, the responsible car will be penalized two positions. Any car out of line and/or passing before the front row has fired or reached the chalk line will bring out a caution and will be penalized two positions on the ensuing restart. The field will be realigned via traditional running order ahead of the penalty car. For example, if the pole sitter is penalized, second will inherit the pole, third place will inherit the outside front row, and the penalty car will be inside the second row. If the outside pole sitter is penalized, third will inherit the outside front row, fourth will move to the inside second row, and the penalized car will move to fourth. However, if the offending car(s) was located in the second half of the starting grid, the race may be allowed to continue and the offending car(s) will be penalized two (2) positions from their finishing position. Failure to acknowledge and comply with the "move back" signal will result in instant disqualification from the racing event. If the same car(s) commits a second offense it shall be disqualified from that racing event.
4. After 3 unsuccessful attempts at an original double file start, GLSS Officials have the option to start the race in a single file formation.

- **Restarts**

1. All restarts will be single-file order. The leader has the option to increase speed anywhere between the apex of turn 3 and 4 and the end of turn 4. The grid must remain single-file, until the race is started. The race leader sets the pace and is the control car. Once the leader starts the race it is started for the entire field.
2. All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
3. A restart cone will be placed on the front stretch of the racetrack.
4. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized. When this infraction occurs, GLSS Officials may exercise their discretion and 1) call for an immediate restart and penalize the offending car(s) two positions prior to the subsequent restart or 2) not call for another restart and allow the race to continue and then penalize the offending car(s) two positions

under the next yellow, red or checkered flag. If there are multiple violations by the same car(s), the respective car(s) may be disqualified from that respective race.

5. If the leader is unable to properly restart the race after one (1) attempt, the leader may be warned or penalized two (2) positions.

- **B-Main**

1. The B-Main will be cancelled if one or multiple cars scratch and the number of B-Main starters will all transfer to the A-Main. Such cars will tag the back of the A-Main by their B-Main lineup order.
2. If a team tells a GLSS official they are not running the B-Main for whatever reason and the B-Main ends up being cancelled, they will not be allowed to run the A-Main.

- **A-Main**

1. Unless instructed to do otherwise, the top three (3) finishers from the A-Main must proceed to the winners circle. scales to be weighed and participate in all victory lane activities, including, but not limited to, top 3 photos, media interviews, victory lane photos, etc. Following victory lane, the A-Main winner plus any additional cars, as directed by a GLSS Official, must report directly to the Great Lakes Super Sprints designated tech area. Failure to report to the scales or tech area will result in a disqualification. Failure to report to victory lane could result in a fine and/or probation. Any extenuating circumstances will be considered.

6.7. General Racing Procedures

- 6.7.1. Competitors may stop on the track during any yellow flag situation to alert an official of an unsafe condition including but not limited to driver radio not working, debris on track, driver's safety equipment malfunction, etc. and be placed back into their current running position.
- 6.7.2. Any car that does not race on the designated racing surface in order to better its position may be black flagged and penalized at the discretion of the GLSS Officials.
- 6.7.3. The maximum number of Event laps will be stated by the GLSS Race Director during the Drivers Meeting, but may change due to extenuating circumstances.
- 6.7.4. Cars will not be permitted to be 'pushed-off' after the lights out signal has been given or during any green flag conditions. An offending car will be automatically disqualified.
- 6.7.5. Cars(s) that perform a 360-degree spin and don't bring out a yellow flag will continue to race in their scored position.
- 6.7.6. Cars(s) that perform a 360-degree spin and bring out a yellow flag will be charged with a yellow and re-start at the tail of the field in front of lapped cars.
- 6.7.7. If the flagman throws any flag without direction from the GLSS Officials and the Official deems the flag to be thrown in error, the caution flag may be thrown and GLSS Officials will communicate to drivers via one way radio communication. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will continue from the last lap scored.
- 6.7.8. At the discretion of the GLSS Official, any car that is involved in two cautions will be removed from the event.

- 6.7.9. At the discretion of the GLSS Official any car that intentionally brings out a caution period will be disqualified from the event.
- 6.7.10. Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the GLSS Officials.
- 6.7.11. All races will be complete once the leader crosses the finish line at the assigned number of laps. Any race with a yellow or red flag displayed during the white flag lap will result in the race ending in a Green-White-Checkered finish unless deemed by GLSS Officials to be waived for extenuating circumstances.
- 6.7.12. If a race is red flagged, GLSS officials may call an "Open" Red. Repairs and/or adjustments including refuelling, except removing/changing a tire or wheel, can be made to the race car. **If a "Closed" Red is called, no work will be permitted to the race car, including but not limited to refuelling.**
- 6.7.13. Any cars that require a push start during a yellow caution period, will be considered involved in the incident which brought out the yellow flag and that car will have to restart behind the cars on the same lap that stay on the track.
- 6.7.14. Any cars that stop on the racing surface during a caution period will be required to restart behind the cars on the same lap that stay on the track.
- 6.7.15. Any car or cars that are involved in a yellow or red flag situation including non-involved cars that go to the work area are required to restart at the tail in the order in which they were running.
- 6.7.16. If a yellow flag eventually results in a closed red flag situation and the determination is made to go to an open red then all cars that were considered involved in the initial accident whether they went to the work area or not will re-align at the rear of the field in their scored position on their last completed lap. Order is lead lap cars, 1 lap down cars, and multiple lap down cars.
- 6.7.17. Any car that spins-out as the field is stopping for a red flag situation will retain their running position as long as such car does not go to the designated work area.
- 6.7.18. A spin or stoppage that requires a car to be restarted during a yellow flag slowdown period is considered as being involved and will result in that car or cars restarting behind the cars on the same lap that stay on the track.
- 6.7.19. Any car that stops because of a blocked track, at the discretion of a GLSS Official, will not be considered involved in the red or yellow flag incident.
- 6.7.20. Any car that is stopped by a GLSS Official for consultation during a caution period will retain its position only if the GLSS Officials deem the car 'clear' and permit it to return directly to competition without adjustment.
- 6.7.21. Any car that requires a push-off at any time during an event must have a rear bumper securely in place.
- 6.7.22. If it is determined in any race, after the original start, that any Competitor deliberately initiates a caution period, by any means, that Competitor will not be permitted to restart that race. The determination of what constitutes deliberately instituting a caution period will be at the judgment of the GLSS Officials.
- 6.7.23. Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Violators are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials.

- 6.7.24. In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle, or 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 maintain its running position. The maximum time period allotted for such repairs is six (6) minutes. If repairs can be completed within this time period, then the car will be scored where it was running or scheduled to start when such accident took place. In the event that the car may not complete the race, the car will be scored last on the lap in which that car has completed.
- 6.7.25. For any cautions before the first lap is completed the line-up would be adjusted as follows: any cars not involved in the caution will move straight forward. The exception being if 2 cars drop out from the same column, then the remaining cars will be crisscrossed.
- 6.7.26. Designated work area time is 2 minutes for A-Main for any work to be performed. The work area is only open for main events; however, time will not be given to a car one or more laps down, and last half of any main event. After a flat tire occurs after push off before initial green in the A-Main, 2 minutes will be given in the work area. Work area guaranteed time is limited to one occasion during any event. Any additional work area trips will not have guaranteed time. No changing of any tire or wheel unless flat or damaged and approved by an Official. No adding fuel in the work area unless it's an open red. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap as they are. If a restart green flag is displayed and followed by a yellow or red flag before a lap is scored, then any car(s) that remained in the work area can re-enter the race but will be positioned behind any same lap car that took the aforementioned restart green flag. Any car(s) remaining in the work area after a restart lap has been scored, may NOT re-enter that race.
- 6.7.27. If any car which has been confirmed "scratched" to a GLSS Official by a designated team representative, wishes to re-enter, the car must start on the tail of any event it is qualified for. If any cars scratch or elect to go to tail prior to a race line-up being posted on the line-up board, remaining cars will be crisscrossed forward in the line-up.
- 6.7.28. All work on the racecar, once any race has been staged, must be completed in the designated work area unless informed otherwise. A race is considered staged once the racecar is on the race track and the team push vehicle has left the racecar. Team push vehicles may NOT return to the racecar for any reason once the car has been staged. Any participants who work on the car other than in the designated work area, return to the car after it has been staged, or delay the start/progression of the show while staging the car are subject to being sent to the tail of the field and/or disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials.
- 6.7.29. All cars will receive only one (1) 'push-off' per race. If a car needs more than one (1) 'push-off', except for safety reasons, during any race, that car will be placed at the tail end of cars on the same lap. A 'push off' is considered completed only when the pushed car has started and pulled away from the push vehicle.
- 6.7.30. Competitors will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials.
- 6.7.31. The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.
- 6.7.32. The GLSS scales will be available and open to scale cars prior to hot laps at every event.
- 6.7.33. All cars are subject to being weighed at any time during any event
- 6.7.34. If a car is found to be light after any event, the car will be disqualified from that event and will line-up at the tail of the next scheduled race. Any car that is found to be light after the A-Main will

be disqualified, awarded no points, and receive no money.

- 6.7.35. Each car will have (3) three attempts to meet the minimum required weight.
- 6.7.36. When instructed to do so by the GLSS Officials, cars must proceed immediately to the scale area. Competitors will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released by a GLSS Official. Any team interference prior to the release will result in disqualification.
- 6.7.37. Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the weighing process unless released by GLSS Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.

6.8. Flag Rules / Official's Signals

Green Flag:

- 1. When the starter displays the green flag, the track is open for racing.
- 2. The green flag signifies the start or restart of any race and/or time trial run.

Yellow Flag:

- 1. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- 2. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by GLSS Officials.

Red Flag:

- 1. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Any driver that fails to stop safely before the scene will be disqualified.
- 2. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by GLSS Officials.
- 3. At the discretion of the GLSS Officials a work area may be designated on the racing surface. All cars will be pushed to the designated work area on the racing surface before work begins.
- 4. CLOSED RED: The track will be closed. Competitors will not be permitted on the race track and/or to their race cars.
- 5. OPEN RED: The GLSS Race Director will determine when the track is open. When the Race Director determines that the racing may resume; an air horn designating the start of a 2-minute work period will be sounded. Any repairs and/or adjustments including refueling, except removing/changing a tire or wheel, can be made to the race car. With one minute remaining, the air horn will be sounded twice. At the end of the 2-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-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. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race. Any car requiring the

removal/change of a tire or wheel shall be pushed to the designated work area and will subsequently be realigned at the tail of the field.

Black Flag:

1. When a black flag is displayed for the sprint car (mechanical, tire, wing, etc.), the driver that the flag is being displayed toward must bring their car to the designated work area immediately for consultation. The car will not be scored from the point that the black flag has been displayed. If after the car is inspected and it is able to return to competition, the car may only return to the track during a caution and/or red flag period.
2. When a black flag is displayed for the detrimental actions of a driver, the driver that the flag is being displayed toward must bring their car to the pits and both the driver and car are subject to Event disqualification.

White Flag:

1. If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

Checkered Flag:

1. When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying. Split scoring will be utilized, per the definition above, if a caution is called after the leader has crossed the scoring loop on the final lap.

Official Signals:

1. All drivers must obey signals, communications, and/or any other Official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

6.9. Back Up Cars / Driver Changes.

- 6.9.1. Any substitute driver may or may not be a driver that has not already competed in the respective event.
- 6.9.2. A backup car may be introduced at any time between qualifying and the start of the A-Main due to the original car not operating properly and/or from extensive damage. Such determination will be at the sole discretion of the GLSS Officials.
- 6.9.3. Any such change will result in the driver starting at the rear of the next race in which the car has qualified for.
- 6.9.4. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying and will be positioned in subsequent races accordingly. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. A backup car may be obtained from any source and does not have to be part of a team's original equipment. Once a car has been withdrawn by a team from an event, that car will not be allowed to be resubmitted to competition during that event.
- 6.9.5. Officials reserve the right to waive certain aspects of the backup car rules when an event consists of

2 or more A-Main events.

- 6.9.6. If a car is entered into an event, it may only be used as a backup for another team if the car has completed its racing events without successfully qualifying for the next respective race. For example, if a car did not transfer to the B-Main through the C-Main, that car would then be eligible to be used as a backup car for another team. If a team voluntarily withdraws its car from an event without completing the racing events in which the car qualified for, that car is not eligible to be used as a backup for another team.

6.10. Series & Car Decals

- 6.10.1. The Great Lakes Super Sprints decal and designated sponsor and contingency decals must be displayed prominently without modifications made to each respective decal on both sides of the outside top wing. Teams may place decals on any portion of both sides of the outside top wing; however, the bottom 8 inches of the outside top wing is the recommended and preferred area.
- 6.10.2. The GLSS Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the Series, the event promoter, including the image of the sport.
- 6.10.3. Failure to comply with any of the above rules may result in a loss of Point Fund monies, purse monies and/or any other penalty as deemed necessary by GLSS Officials.

7. Scoring

- 7.1. Split Scoring will be utilized for all races within the Event.
- 7.2. All races are scored at the designated finish line. Electronic scoring line may not always be the same location as the finish line.
- 7.3. The official starting lineup will be posted by the GLSS Officials after the completion of all qualifying events.
- 7.4. Restart lineups will be derived from the Series scorer using the electronic scoring system.
- 7.5. 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.
- 7.6. 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.
- 7.7. On all yellow & red flag stoppages, lapped cars will be placed at the tail.
- 7.8. Any car deemed to have caused an intentional yellow because of a bad start, restart, becoming lapped, or in danger of being lapped, may be disqualified.

8. Payoff Procedures

- 8.1. All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative. **It is highly recommended that teams utilize Direct Deposit (mandatory in 2027) by filling out the paperwork included in the welcome packet. Those collecting checks may do so at the Great Lakes Super Sprints**

trailer following the conclusion of post-race technical inspection and the return of the team's transponder. Direct Deposit Teams should receive their payout by the end of day Tuesday.

- 8.2. In the event of inclement weather or a shortened event, a race is considered complete at the conclusion of Heat Races. If the show is cancelled (and not rescheduled to be completed at a later date), points earned prior to the cancellation (Qualifying and Heat Races) will be awarded. Minimum A Feature points will be awarded to all drivers. Start money will be awarded for those who have qualified for the A-Main at the time of the cancellation. Non-qualified teams who took the green flag in their Heat Race will receive \$200.

9. Points Breakdown

The following table presents the points breakdown.

25	50	150
24	48	142
23	46	135
22	44	130
21	42	125
20	40	122
19	38	119
18	36	116
17	34	113
16	32	110
15	30	108
14	28	106
13	26	104
12	24	102
11		100
10		98
9		96
8		94
7		92
6		90
5		88
5		86
5		84
5		82

- 9.1. 80 points will be awarded to anyone failing to make the A-Main, but takes the green flag in the B-Main.
- 9.2. 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.
- 9.3. 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.
- 9.4. Each Great Lakes Super Sprints sanctioned event(s), regardless of the purse or format, will be full point awarding events, unless GLSS Officials announce, prior to a scheduled event, that said event will not award points.
- 9.5. Tiebreakers for year end points fund will be the number of A-Main wins, followed by 2nd place finishes and so on, until all ties are broken.
- 9.6. 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 (225). If a participant does not run the feature (A or B), they will receive 50 points less.
- 9.7. 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.

10. Race Format

2 Heat Format – 14 Cars or Less

- A. Everybody qualifies within a single flight to lineup 2 Heat Races (8 Laps).
- B. *Heat races are straight up from qualifying.*
- C. *All transfer to A-Main.*
- D. *Top 3 to redraw*
- E. All other positions line straight up from heat finishes in A-Main

3 Heat Format – 30 Cars or Less

- A. *Everybody qualifies within a single flight to lineup 3 Heat Races (8 Laps).*
- B. *Heat races are straight up from qualifying.*
- C. *1st-5th transfer to the A-Main with all others to B-Main*
- D. *Top 2 to redraw*
- E. *A-Main is lined up by finishing positions 3-5 from heat races lining straight up behind redraw cars.*
- F. B-Main is lined up by heat finishing positions 6+ straight up. B-Main transfers line straight up in the A-Main from B-main finishing positions behind A-main cars

4 Heat Format – 31 Cars or More

- A. *Qualifying will be split into 2 groups. A draw will assign drivers to group A or B.*
- B. *Heat races are straight up from qualifying. Group A will be Heats 1 and 2, and Group B will be Heats 3 and 4.*
- C. *1st-4th transfer with all others to B-Main, C-Main if needed*
- D. *Top 2 to redraw*
- E. A-Main is lined up with cars finishing in positions 3-4 from heat races.
- F. B-Main is lined up by heat finishing positions 5+ straight up. B-Main transfers line up in the A-Main straight up from B-main finishing positions behind A-main cars.
- G. If more than 1 B-Main is run, cars in Group A will be B-Main 1 and cars from Group B will be B-Main 2.
- H. C-Main may be added depending on car count. C Mains transfer 2 to back of next main
- I. B, C mains may change in car count depending on track size and/or conditions.

6 Heat Format – 48 Cars or More

- A. *Qualifying will be split into 2 groups. A draw will assign drivers to group A or B.*
- B. *Heat races are straight up from qualifying.*
- C. *1st-2nd transfer with all others to B-Main, C-Main if needed*
- D. *Winner to redraw*
- E. A-Main is lined up with cars finishing in positions 1-2 from heat races.
- F. B-Main is lined up by heat finishing positions 3+ straight up. B-Main transfers line up in the A-Main straight up from B-main finishing positions behind A-main cars
- G. If more than 1 B-Main is run, cars in Group A will be B-Main 1 and cars from Group B will be B-Main 2.
- H. C-Main may be added depending on car count. C Mains transfer 2 to back of next main
- I. B, C mains may change in car count depending on track size and/or conditions.
- J. 1 or 2 NQ races may be added after 48 cars are present. Top 4 or 8 in the NQ(s) transfer to the back of subsequent heat races.

Lap Counts

- A. Heats – 8 laps
- B. B-Main – 12 Laps
- C. A-Main – 25 laps

11. Penalties, Fine Schedules & Protests.

The Great Lakes Super Sprints conducts itself as one of the top Sprint Car racing series in the United States and expects its Competitors to conduct themselves in a professional manner at all times during any event and/or when representing the series. The drivers are solely responsible for the conduct of their team members and/or anyone connected to or affiliated with that team. All fines that are listed in Subsection I are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

11.1. Penalties and Fine Schedules

- 11.1.1. All fines may be collected from prize money on the day of the infraction or purse winnings may be withheld if a post-race inspection requires additional time to inspect the car, including, but not limited to sending tire samples to a laboratory for independent testing. If the Competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another Great Lakes Super Sprints sanctioned Event. Team Owners are ultimately responsible for paying fines on behalf of all Competitors on their respective team.
- 11.1.2. Any Competitor that attempts to and/or does physically abuse any event Official, including pushing, punching, touching, grabbing and/or grabbing the Official's equipment, etc., will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.3. Any Competitor that verbally abuses any Event Official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.4. Any Competitor that attempts to push their racecar off from the wrong area and/or does not stop in the designated area as to cause undue confusion and/or delay will be subject to fine and/or suspension and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.5. Any Competitor who fails to stop for and/or allow post-race inspection will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.6. Any Competitor that attempts to and/or passes the pace vehicle (unless instructed to do so) will be subject to the loss of two (2) positions and/or disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials. Maximum = \$100.
- 11.1.7. Any Competitor that attempts to drive roughly and/or bumps another Competitor unnecessarily will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.8. Any Competitor that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.9. Any Competitor that attempts and/or is found to be using tires that are found to be illegal in any manner will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. The minimum penalty will be as follows; disqualification from the Event, a fine of 1,000 Driver championship points, loss of all earned purse and/or award money from the Event, a fine equal to and/or more than the purse money awarded for

the Event, and/or a minimum suspension that includes all Events remaining in the Great Lakes Super Sprints racing schedule for that season.

- 11.1.10. Any Competitor that attempts to or uses an illegal engine will be subject to disqualification and/or fine, and/or loss of points, and/or suspension that includes all Events remaining in the Great Lakes Super Sprints racing schedule for that season, and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.11. Any Competitor that fails to quickly stop for a red flag or drives through the incident area will be subject to a loss of two (2) positions penalty and/or disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum fine: \$500.
- 11.1.12. Any Competitor that goes into another Competitor's pit area or to another Competitor's car and becomes involved in any type of altercation will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.13. Any Competitor involved in an altercation that results in physical contact will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$5,000.
- 11.1.14. Any Competitor who drives a racecar in an area that is closed to racecar traffic or drives through the pit area at excessive speed with either a racecar, scooter or 4-wheeler will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.15. Any Competitor who goes out onto the racing surface or any other controlled area including the infield when closed to Competitors without permission under a controlled period will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.16. Any Competitor who ignores a flag or Official signal will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$500.
- 11.1.17. Any Competitor who is found to be in violation of the substance abuse policy at any event will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by GLSS Officials. Maximum = \$10,000
- 11.1.18. Any Competitor who exits their car onto any area where other cars are still moving will be subject to disqualification and/ or fine and/ or suspension and/or loss of points and/ or any other action deemed appropriate by GLSS Officials. Maximum= \$500.
- 11.1.19. Any Competitor that publicly criticizes the Great Lakes Super Sprints via social media, including re-tweets (Twitter, Facebook, etc.) or thru quotes given to news reporters will be subject to a fine. Maximum = \$500.

11.2. Protests

- 11.2.1. All protests must be turned into the Great Lakes Super Sprints General Manager within five (10) minutes of the posting of the official finish.
- 11.2.2. The protest filing fee and protesting fee must be paid at the time of the protest.

- 11.2.3. Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest.
- 11.2.4. Any refusal of inspection and/or non-compliance during an official protest will result in the disqualification of the protested car and the prescribed penalties.
- 11.2.5. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee.
- 11.2.6. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the protest filing fee.
- 11.2.7. Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.
- 11.2.8. PROTESTING FEES: (Figures in parentheses are protest filing fees): Motor tear down involving heads off and cylinders inspected; \$800 (\$100): This allows the inspector to inspect block only. P&G Tests, fuel test including chemical analysis \$800 (\$100). All other technical protests \$200 (\$10).
- 11.2.9. TIRE PROTESTS: Tire protests may involve one and/or both rear drive tires. The protest fee will be \$750 per tire and a protest filing fee of \$75. The protest will require the submission of the protested tire(s) by the car Owner, Driver and/or designated representative which has filed the protest. The tire(s) involved in the protest will be shipped, processed and chemically analyzed at a facility designated by Great Lakes Super Sprints General Manager and/or the tire manufacturer. The determination of the facility will be final and non-appealable.
- 11.2.10. GLSS Officials reserve the right to ask for a legality test at any time (sealed motor and/or otherwise). If through testing procedures a car is found to be illegal, responsibility for proving otherwise is solely with the team that was checked. There will be no exchange of money for tests asked for by Officials when a formal protest is not turned in.
- 11.2.11. GLSS Officials reserve the right to accept or deny any protest based on their sole discretion. 'Grudge' protests and/or any protest that are 'not in the spirit of good standing' will be denied.

12. Car Rules

12.1. Engines

12.1.1. Cast Iron Block Engine Rules

1. 360 Cubic Inches: plus 1% maximum displacement (360 plus 1% = 363.6).
2. No Titanium in engines, excluding valves and valve retainers
3. Injectors: 2 3/16 inch maximum inside diameter of injector stack - 2.187 at least 3 inches in length. Note: Larger injectors may be used, 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.
4. Due to manufacturing process some injector stacks may be slightly larger. There will be a tolerance of .005 allowed on no more than 3 stacks. No throttle body or plenum type injectors allowed, No down nozzle injectors.

5. No timed fuel injectors will be allowed. Electronic fuel injection shall not be allowed. Only one injector nozzle and one injector line per cylinder.
6. 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.
7. 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 Great Lakes Super Sprint rules.

12.1.2. Aluminum Engine Block Rules

1. List of Chevy aluminum engine blocks approved for GLSS Competition are as follows:
2. BRODIX® casting designation - letter A (std. cam location, std. bellhousing, std. pan rail), or I (raised cam location, std. bellhousing, std. pan rail) only.
3. SPEC logo on block is NOT to be modified and must remain 100% legible
4. Absolutely NO lightening of any kind allowed
5. Standard or raised cam allowed
6. Oversized cams allowed
7. Roller cam bearings allowed
8. Minimum allowed deck height is 8.970"
9. Maximum allowed deck height is 9.020"
10. Oversized and keyed lifters allowed
11. Must be standard or GS-1 lifter location only. No exceptions
12. Must be standard oil pan rail
13. Full bellhousing must remain
14. GLSS approved Aluminum block part #'s as follows

8B 1000A	400/400	standard
8B 1050A	400/350	standard
8B 1100A	350/400	standard
8B 1150A	350/350	standard
8B 1000I	400/400	raised
8B 1050I	400/350	raised
8B 1100I	350/400	raised
8B 1150I	350/350	raised
Cam and lifter size must be specified while ordering		

12.1.3. Cylinder Heads

1. List of Cylinder Heads approved for GLSS competition is as follows:
 - A. Chevy - #27-211
 - B. Ford - #27-223
 - C. Mopar - #27-222
 - D. Non-Spec 23 degree heads will be allowed but must have an unaltered ASCS 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.
2. Spec Heads: Brodix Chevrolet Style Heads part #27-211 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. During polishing of inlet port sometimes polish marks may go slightly further than the $\frac{3}{4}$ inch. 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.
3. Spec Heads: Brodix Ford Style Heads part #27-223 with ASCS stamp. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. 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.
4. Spec Heads: Brodix Mopar Style Heads part #27-222 with ASCS stamp. During polishing, the edges of the letters on the ASCS logos are sometimes inadvertently brushed with the polish wheel. This is permissible as long as letters are still intact. 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.
5. Valve angle and placement may not be altered in any way on the ASCS spec., or any other head. No welding of any kind, internally or externally, is allowed. ASCS checking fixtures will be used by GLSS Officials to check the above specifications and dimensions.

Guidelines regarding porting and polishing:

1. Intake port openings must match the following:
 - a. ASCS Chevy- FP #1206 or equivalent
 - b. Ford- FP#1262 or equivalent
 - c. Mopar- FP#1213 or equivalent
2. Porting and polishing of intake ports is allowed with the following restrictions:

- a. All ASCS logos must remain completely intact.
- b. Intake port openings must meet previous requirements and checking fixtures currently utilized by GLSS.
- c. Valve spring pockets may not be welded or altered in any way with intent to relocate ports
- d. Maximum allowable width of pushrod area as follows
 - i. ASCS Chevy- 2.630
 - ii. ASCS Ford- 1.300
 - iii. ASCS Mopar-2.450

**Width of pushrod area will be measured on the outside of the intake ports, at the location of the original pushrod machining from the original manufacturer. This area will be measured with an GLSS approved gauge.

- 3. Absolutely no exhaust port relocation, raising, enlargement, or reshaping of any kind.
 - a. Polishing is allowed as long as the original ASCS logo is not affected, or port shape is not altered substantially.
 - b. Valve spring pockets may not be welded or altered in any way with intent to relocate parts.
 - c. Exhaust port openings must meet previous requirements and checking fixtures currently utilized by GLSS.
- 4. Polishing will be allowed in the combustion chamber area to avoid hot spot chaffing.

Any internally repaired ASCS spec head must be re-certified by Brodix

- 1. All spec heads must remain within 1 degree of the original manufacturing [Chevy: 23 degree, Ford 20 degree, Mopar 18 degree]
- 2. Penalty for altered spec head will be subject to suspension, for one calendar year. Forfeit all points and moneys won, during the race which the infraction was found, and subject to a \$500 fine that must be paid to GLSS before reinstatement.
- 3. All 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.
- 4. No Turban driven, Turbo or blower will be allowed.
- 5. Only two valves and one spark plug per cylinder allowed. No big blocks
- 6. No computer operated or controlled parts, such as fuel injections, traction control, fuel systems, crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc.
- 7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line

12.2. Fuel

- 12.2.1. Methanol or Ethanol only, NO NITRO or additives allowed. Fuel subject to be checked anytime by GLSS officials.
- 12.2.2. No smaller than 24 gallon fuel tanks allowed at any time (27 gallon or larger fuel tank recommended).
- 12.2.3. Fuel Cell must be securely mounted with bladder mandatory.
- 12.2.4. A fuel shut-off valve shall be required within easy reach of the driver while sitting in the car.

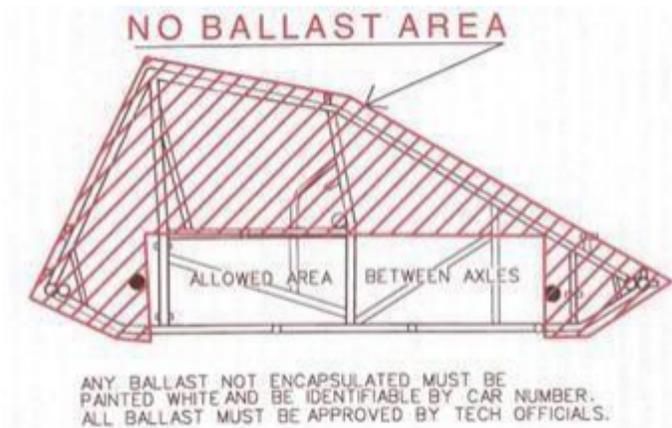
12.3. Muffler and Sound Reduction Devices.

- 12.3.1. Only the Schoenfeld (part # 14272735-78) muffler will be permitted. The specified muffler must remain unaltered from the manufacturer and are mandatory at all tracks that require mufflers.
- 12.3.2. All mufflers must be securely mounted. Mufflers that are mounted with pop rivets and/or sheet metal screws will not be permitted.
- 12.3.3. Any muffler changes after the car has been through inspection will not be permitted. Mufflers used in qualifying must be used through the entire racing program. The only changes that will be permitted will be at the discretion of the GLSS General Manager. Physical damage from a crash and/or other incident will permit a change, but then the car must be inspected again
- 12.3.4. The mufflers must remain attached to the headers at all times. All muffler and header components must remain intact and operating. If the muffler becomes disconnected from the header and/or fails to operate it could result in disqualification from that race. If the muffler and/or header is damaged from and/or altered from track debris, a crash and/or a physical defect and/or no muffler components were lost and/or missing the penalty will be at the discretion of the GLSS Officials.
- 12.3.5. Any muffler and/or header that has been altered in an attempt to gain a competitive advantage will not be permitted into competition and could result in disqualification.
- 12.3.6. All muffler rules and/or decibel (DBA) constraints are subject to state and local regulations. In addition, monitoring by GLSS Officials will aid in enforcing the rules and regulations of those agencies.

12.4. Traction Control Devices

- 12.4.1. Traction control devices of any type are not permitted at any time, during any event.
- 12.4.2. Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by the GLSS General Manager may be issued.
- 12.4.3. From time-to-time random inspections will occur and various components may be impounded for further analysis and inspection including, but not limited to ignition systems, ignition boxes, wiring looms and/or tachometers.

12.5. Chassis Specifications



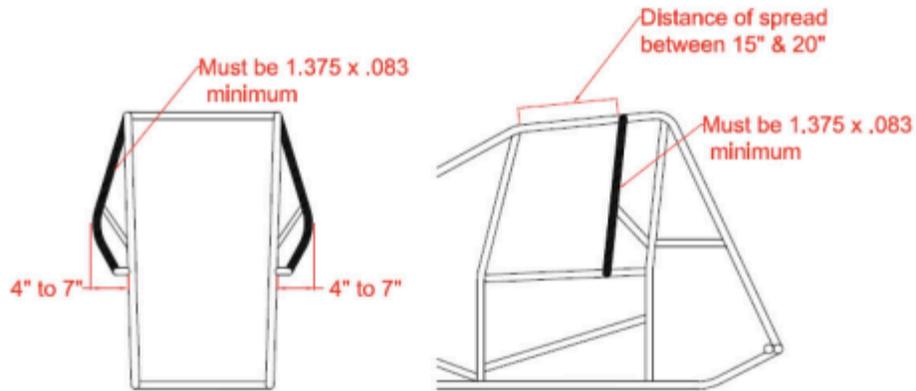
- 12.5.1. Weight Rule: Weight rule is 1475 lbs for Steel Block and 1500 lbs for approved aluminum blocks including the driver, at the conclusion of the race. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify 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. *Teams are responsible for ensuring they meet the minimum weight requirement. Any team deemed necessary to add additional weight via penalty or light at the scales, shall provide their own weight. GLSS will NOT provide weight for teams.* We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration above).
- 12.5.2. Chassis 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 pieces may be added to the frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool/protect the motor and braking system. No roadster type chassis allowed, only sprint appearing type bodies, tails and hood will be allowed.
- 12.5.3. All chassis will be recommended to have additional bars installed to support and decrease the span between the front and rear uprights in the driver's area. The new support bars must be in addition to the front and rear uprights. Any attempts to manipulate the front and rear uprights to conform to these measurements will not be allowed at the discretion of GLSS Officials. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material.
- 12.5.4. Left and right-side support bars may be one of the three designs below. Left and right side support bars do not have to be of the same design. Left and right side support bars may be one of the three options (see illustration below)
- 12.5.5. Slip-tubing is not allowed in the chassis construction. Any existing slip-tubing must be replaced or welded. Clamped or bolted slip tube joint will no longer be allowed.
- 12.5.6. Titanium front axles nerf bars and/or rear bumpers will not be permitted. Nerf bars and rear bumpers must be made from magnetic steel and/or stainless steel. Left and Right Nerf bars must attach to the chassis at three points. The bumpers must be a minimum of one (1) inch in diameter and have a minimum material thickness of .065 inches. The nerf bars must not extend past the outside edge of the tires.

- 12.5.7. No aluminum frames or draglinks. Tie Rods and Left Front Radius Rods may be aluminum, but highly recommended they be 4130 steel with magnetic steel rod ends. Swaging of the tubing will not be permitted. The drag links must be tethered to the frame with a minimum of one (1) inch nylon webbing.
- 12.5.8. Carbon Fiber connecting rods having to do with suspension or steering are not permitted.
- 12.5.9. All drive lines must be broken in the coupler or rear slider, fully enclosed and contains no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required. Driveline components may not be Carbon Fiber.
- 12.5.10. Mufflers: Mandatory, (unless otherwise stated). Schoenfeld part #14272735-78. Loss of muffler will result in disqualification when mufflers are required.
- 12.5.11. Headers: Must be a minimum of .045.
- 12.5.12. Steel, Aluminum or Titanium brake rotors only
- 12.5.13. 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 23 1/2 inches.
- 12.5.14. No hollow, tubular or drilled out bolts allowed
- 12.5.15. The right side opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal.
- 12.5.16. The right side panel (armguard) will be permitted to extend a maximum of 7 inches as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.

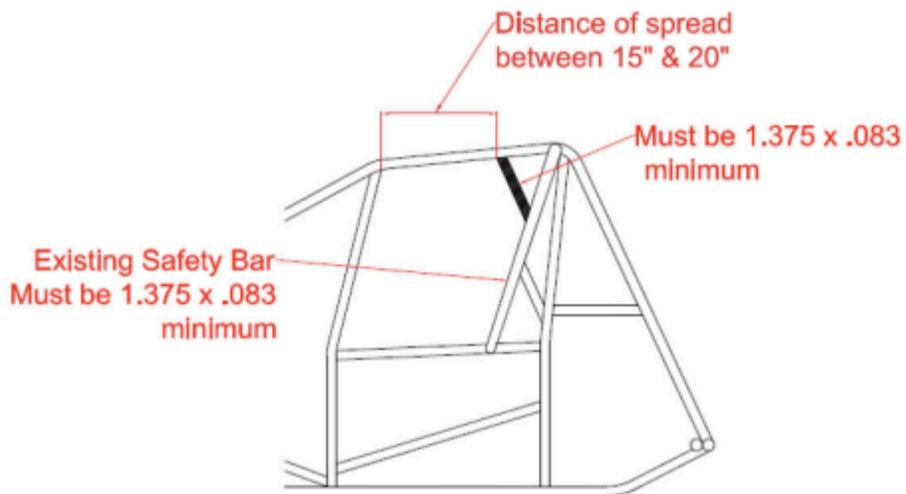
12.6. Support Bar Diagrams

- 12.6.1. Support bar may be designed similar to what was known as a "safety bar". It must be attached to the top rail at a point 15" to 20" from the rear of the front upright. It must attach to the hip rail and have a gusset attached to the rear upright near a point opposite of the rear brace/shock mount bar. The curve must be between 4" and 7" measured from outside of the rear upright tube to the outside of the support bar. See #1 Support Bar
- 12.6.2. Existing chassis with a left side support bar installed (formerly called safety bar) that do not meet the option one specification above, may add a gusset that attaches to the top rail 15" to 20" from the rear of the front upright and angle to the support bar. The existing support bar tubing must meet the minimum as described above (1.375 X .083 ASTM4130 normalized steel or equivalent material). See #2 Support Bar
- 12.6.3. A support bar may be added to the top rail at a point 15" to 20" from the rear of the front upright and to the rear upright near a point of the rear brace / shock mount bar but no higher than 7" above the hip rail. This bar may have a slight curve near the rear upright to accommodate elbow room and ease of fitment. See #3 Support Bar Curved Option / See #3 Support Bar

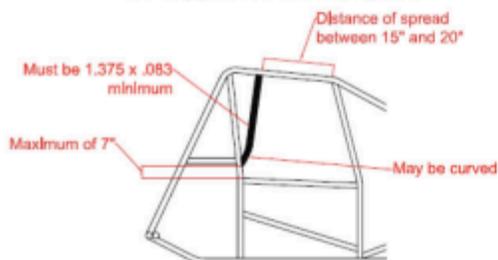
#1 Support Bar



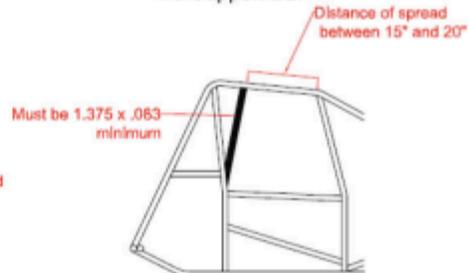
#2 Support Bar



#3 Support Bar Curved Option

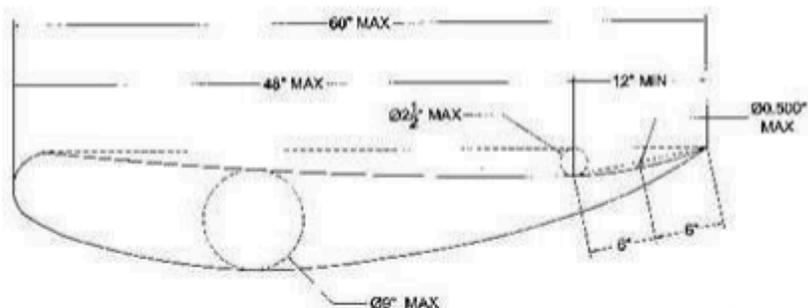


#3 Support Bar

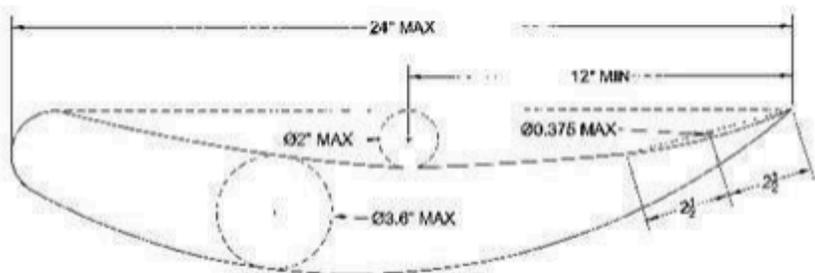


12.7. Wing Specifications

Top Wing Diagram/Specifications

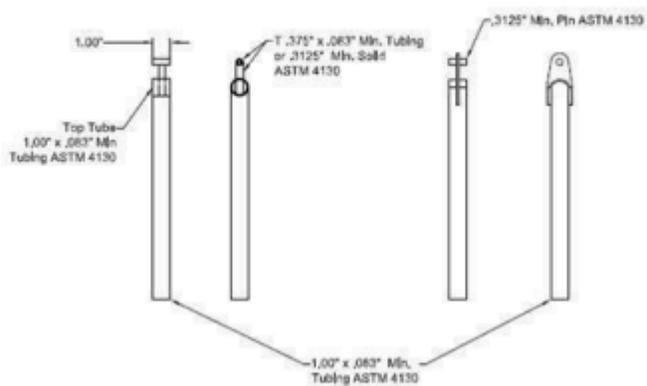


Nose Wing Diagram/Specification



Wing T-Post Diagram/Specifications

Wing T-Post



Drawing 16.13.1
by Tom Davis

12.7.1. Top Wing: (see Illustration above)

1. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance
2. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited
3. No wicker bills or Gurney lips permitted on Center Foil, unless center foil is totally flat then a two-inch wickerbill is allowed.
4. Other than the slider mechanism, no moving parts allowed on or in foil structure.
5. 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 not 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.)
6. 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.
7. 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.
8. Wing T-Post will be built from 1" X .083" minimum ASTM4130 normalized steel or equivalent material. Wing attachment designs will be subject to approval. The only cast pieces approved will be HRP Part #HRP8811-A75-HD. If new T-Post designs are developed they must be submitted for approval. Some approved T-Post designs are in the drawings section (See illustration above).

12.7.2. Front Wing: (see Illustration above)

1. Center Foil maximum size of 6 square feet with a maximum width of 36 inches with a one degree plus or minus tolerance.
2. Center Foil shall be fully sheathed in aluminum. No vent holes allowed
3. Maximum 2" removable wicker bill allowed on any front wing. Wicker bill must be 90 degrees to the top of the Center Foil as measured from Top of wing nose to trailing edge.
4. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.
5. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.

6. Center Foil must be one piece. No split or bi-wings will be allowed.
7. 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
8. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.
9. No moving parts allowed on or in foil structure.
10. The 5" section located at the rear of the front foil must not have a bell/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 1/2 inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).
11. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
12. No rudders or fins on Front Wings.

12.7.3. Side Board Panels

1. All side board panels must be within an eight-degree plus or minus tolerance and be square to center foil.
2. 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.
3. No aero section side panel brace material allowed.
4. No brace or support shall resemble a wicker bill or a split wing.
5. 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 panel and no more than 1 1/4 inches on the top or bottom. Panels must be mounted parallel and square to the center foil with no more than 1 1/2" of turnout as measured from the Center Foil. Only two (2) corners on the 2/3 of each top wing side board will be permitted. Each corner shall be set at a 90° angle with no tolerance. The leading edge of the side board may not be behind the leading edge of the Center Foil.
6. Front Wing side boards maximum size, 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. Sideboards may have front, back, top and bottom turnouts of no more than 1/2 inch.

12.8. Tires

- 12.8.1. American Racer Tires must be on the rear corners of the race car for all GLSS-sanctioned events.
- 12.8.2. Right Rear: American Racer 105"x17"x15" - MC3
- 12.8.3. Left Rear: American Racer SD38
- 12.8.4. Front Tires: Any 85"x 8.0" x15" sprint car tires.
- 12.8.5. Left Front is the only tire you can run flat.
- 12.8.6. No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or unhazardous components or chemicals which alter the factory set baseline settings of a given tire.
- 12.8.7. All sidewall markings must visible at all times. No buffing or removing of the compound designations.

12.9. Wheels

- 12.9.1. Right Rear: Maximum width 18"
- 12.9.2. Left Rear: Maximum width 15"
- 12.9.3. Front: Maximum width 10"
- 12.9.4. Beadlocks recommended on all wheels
- 12.9.5. All wheel covers must have a minimum of 5 attachment points if using dzus fasteners. Said dzus fasteners must be made of steel only. Wheel Covers having only 3 attachment points must be bolted-on all three points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system. **The 3 point bolt-on system is highly recommended.** Approved fastening (nut assembly) systems:
 - 1. Keyser Manufacturing, part #100 7-101
 - 2. Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16)
 - 3. Triple X Chassis Part # SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)
 - 4. Smith Precision Products Part # MC-516-18
 - 5. Speedway Motors part # 910-07119
- 12.9.6. Properly fitted foam inserts ARE permitted in place of a standard wheel cover. Optional fastening systems that are equal or superior to the above approved system will be readily approved at the sole discretion of GLSS Technical Officials.