

2020 Knoxville Raceway Rules–Sprint Cars

*Situations may arise that are not precisely covered in this rule book.
All rulings and interpretations of the rules included herein will be made by
Knoxville Raceway officials and these judgments will be final.*

Disclaimer

The rules and/or regulations set forth herein are designed to facilitate the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition for all events, and by participating in these events, all participants agree to comply with these rules and regulations. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND REGULATIONS. They are intended solely as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The Race Director shall be empowered to permit any reasonable and appropriate deviation from any of the specifications and procedures herein, or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. Any visible equipment changes and/or performance enhancing changes to previously approved cars and/or equipment must be approved in writing prior to introduction into competition. Knoxville Raceway reserves the right to immediately determine the legality and use of any equipment that has not received prior written approval for introduction into competition.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM ANY SUCH DEVIATION OR RESTRICTION OF THESE SPECIFICATIONS, RULES OR PROCEDURES. Any interpretation of, or deviation from, these rules is left to the discretion of race officials. THEIR DECISION IS FINAL.

Situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by Knoxville Raceway Officials and these judgments will be final.

Amendments and or updates may be made to these rules at any time; no changes or additions will affect the intent or decisions based upon these rules prior to any amendments.

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1.0-410 Sprints (410.00)

*** These rules pertain to all classes.**

1.1-CHASSIS*-Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. Sprint cars only. Wheel base no less than 83" and no more than 90". No elliptical tubing used on or as part of the main frame structure.

Slip-tubing is not allowed in the chassis construction. This includes safety bars. Any existing slip-tubing must be replaced, or welded.

The following measurements are minimum, suggested material: ASTM4130 normalized.

TOP RAILS: 1 ½" x .095

BOTTOM RAILS: 1 3/8" x .095 or 1 ½ " x .083

ROLL CAGE UPRIGHTS: 1 3/8" x .083

ROLL CAGE TOP CROSS MEMBERS: 1 ½" x .095

UPPER RAILS: 1 3/8" x .083

REAR END SAFETY BAR (mandatory): 1" x .083 or 1 ¼" x .065

BRACE: 1 ¼" x .065

1.1 A Chassis Support bars

All chassis are required to have additional bars installed to support and decrease the span between the front and rear uprights in the drivers area. The 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 measurement will not be allowed. These additional bars will be minimum 1.375 X .083 ASTM4130 normalized steel or equivalent material as per Knoxville Raceway current rule 1.0. 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. Right side body opening shall remain the same per rule 7.18, A, Knoxville Raceway Rules 2020.

Left and right side support bars may be one of the three options:

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 Diagram #16.12.1

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 Diagram #16.12.2
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 diagram #16.12.3

No additional anti roll/weight transfer bars on the racecar.

1.2-WEIGHT RULE – Weight rule for the 410 class is 1400 lbs, including the driver, at the conclusion of the race. Cars not making weight will be penalized to last in that event. 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. 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. Place in approved only mounting points behind the radiator and in front of fuel tank. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications.

1.3-ENGINE RULES

A. Only small block V-8 engines with the cam in the block and a maximum of 410.00 cubic inches of displacement (tolerance + 0.000) will be permitted. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply. Big block engines will not be permitted.

B. The engine must be mounted in-line with the driver and the drive-line must pass beneath the driver on center through the driver compartment. Offset engines and/or offsetting the position of the engine will not be permitted.

C. The engine block and cylinders must be machined from cast aluminum. Billet machined blocks and/or cylinder heads will not be permitted.

D. Engines with the magneto and/or distributor in a forward mounted and/or front mounted position must be approved prior to competition.

- E.** Only normally aspirated engines will be permitted. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted.
- F.** The maximum engine cylinder bore size shall be 4.165.
- G.** All engine cylinder sleeves (inserts) must be machined from an iron and/or steel alloy.
- H.** Titanium crankshafts, connecting rods and/or rod caps will not be permitted.
- I.** Only two (2) valves and one (1) spark plug will be permitted per cylinder.
- J.** Cylinder heads must retain a traditional valve pattern. Rotation of the valves will not be permitted. Cantered or splayed valve cylinder heads must be approved prior to introduction into competition.
- K.** Only steel connecting rods with a maximum length of 6.000 inches will be permitted.
- L.** All oil pans must have an inspection plug. The inspection plug must be a #12AN fitting or 1.00" pipe plug. In the event that an engine does not have an inspection plug the oil pan must be removed for inspection prior to competition.
- M.** Only throttle plate (butterfly) and shaft throttle body styles with round circular bores will be permitted. The maximum throttle bore as measured at the throttle plate (butterfly) may not exceed 3.000 inches in diameter. Slide plate, rotary cylinder, and/or other styles must be approved prior to competition. Carbon Fiber manifolds and/or any other injection type pieces manufactured from carbon fiber will not be permitted. (Does not include stacks).
- N.** A maximum of only 16 fuel nozzles, utilizing two (2) per cylinder will be permitted. One (1) nozzle must be placed in the cylinder head and one (1) nozzle must be placed in the injector.
- O.** A minimum of two (2) throttle return springs must be used to mechanically return the throttle to a fully closed position.
- P.** Only magneto-type ignitions will be permitted. A single crank-trigger type system will be permitted as a backup ignition system. One (1) switch that alternates the current between the magneto and the crank trigger may be mounted to the dashboard within the driver's reach. Multiple coil-pack ignitions will not be permitted.
- Q.** Steel and stainless steel headers will be permitted. Titanium headers will not be permitted.

R. In the event that there are new engine components and/or a new engine configuration they must be submitted for approval to Knoxville Raceway prior to being introduced into competition.

1.4-FUEL TANKS*

- A. The same fuel cell/tank must be used in the same car for the entire race program. The fuel cell/tank may be changed at the discretion of Knoxville Raceway Officials. Fuel tanks must be securely fastened. Any means of mounting the tank must meet the approval of the officials. A fuel cell with bladder and foam will be the only type fuel cells permitted. The fuel cell must be of one piece construction of cross-link polyethylene plastic. **Alterations and modifications will not be permitted.**
- B. All teams racing at Knoxville Raceway will be encouraged to run a 33+ gallon fuel tank and bladder. At all events 33 gallons of fuel will be considered as part of the formula utilized when determining the total number of laps prior to refueling.
- C. Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted. Pure methanol and/or other approved fuels will be permitted. Fuel samples may be taken from time-to-time for inspection and analysis.

1.5-TIRE RULE 410 CLASS

A. One Right Rear Tire All Night, Time Trials, Qualifying heat and A Feature. Any unapproved tire change between events will result in the car going to the rear of the next event. Cars competing in the B and C mains may use different tires. Cars transferring from the B main to the A main must use the tire they qualified on (time trials/heat) to keep their transfer position. Procedural rules regarding tire changes and other information will also be posted at all events **and may be amended at any time.**

B. No tire prep chemicals or tire softeners allowed. See section 8.0.

C. Hoosier Racing Tires on all four corners:

Fronts: 85/8.0-15 D12, D15, D20

Left Rears: 15.0/90-15 H12, 15.0/92-15 H12, H15, 15.0/94-15 H12, H15,
15.0/96-15 H12, H15

Right Rears: 105/16.0-15 H15, H20, Medium,

D. Tire use rules may be changed according to the rules of the sanctioning body for that event, providing Knoxville Raceway Officials approve the changes.

- E. Right rear wheels may be changed as long as tire is the same.
- F. Knoxville officials will mark tires after time trials. Any tampering with the stamp will result in disqualification.
- G. In the event track conditions warrant, and or special races, Knoxville Officials may waive the tire rule for the evening's program.
- H. In the time period between time trials and the start of heat races a punctured, damaged, sliced and/ or out of round marked right rear tire may be replaced with a new tire of the same size and compound without penalty. Replacement tires will be remarked by the Knoxville Officials and the replaced tire shall be confiscated. Non-repairable punctured, sliced and/or out-of-round marked right rear tires may be changed to a **used right rear tire of the same size and compound**. (Preferably a previous marked tire) The damaged right rear tire will be impounded for inspection. Knoxville Officials must approve this change. Cutting or further damaging the tire in question may result in additional penalties. If a marked or acceptable used tire cannot be found then a tire of a harder compound may be substituted. (105-16 H20 or Medium). This rule does not apply after any event has started.
- I. Tire rules are in effect for all classes. Cars may not race with a flat tire on the right rear, left rear or right front. Wheels down on the sidewall against the track are considered flat. Left front tires that are off the bead will be sent to the work area.

1.6-WINGS 410 Top Wing

- A. Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape **with all 4 corners set at 90 degree angles with no variance allowed**. Center Foil top is to be flat from front to back and side to side.
- B. Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- C. Maximum 2" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the Center Foil. No built-in wicker bills or gurney lips allowed.
- D. The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
- E. Center Foil thickness cannot exceed 9 inches. Underneath side of Center Foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other

similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

- F. No foils or rudders will be permitted anywhere on the top wing.
- G. Wing Posts* , see section **7.22**

1.7-410 Wing Side Board Panels

- A. 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.
- B. No aero section side panel brace material allowed.
- C. No brace or support shall resemble a wicker bill or a split wing.
- D. 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.
- E. 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. 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.

1.8-Front Wing: All Classes*

- A. Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles.
- B. Center Foil shall be fully sheathed in aluminum. No vent holes allowed.

C. Maximum 2" removable wicker bill allowed on any front wing. (Knoxville weekly shows only, Other sanctions or may or may not allow a 2 inch wicker bill on the front.) Wicker bill must be 90 degrees to the top of the Center Foil as measured from **Top of wing nose to trailing edge.**

D. Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

E. The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.

F. Center Foil must be one piece. No split or bi-wings will be allowed.

G. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

H. The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

I. No moving parts allowed on or in foil structure.

J. 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 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8-inch depth. It is suggested that the wing blue print specify 11/32-inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8-inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).

K. The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point, no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3 1/16 inches. 5" for flat center foils.

L. No rudders or fins on Front Wings.

2.0- Intentionally Left Blank

3.0-360 Sprints (363.6)

A. ENGINE/BLOCK – Steel blocks only, In the event that there are new engine components and/or a new engine configuration they must be submitted for approval to Knoxville Raceway prior to being introduced into competition

B. WEIGHT RULE-The minimum weight in the 360 class will be 1500 lbs. with the driver after a race. Tubing and nerf bars must be hollow. This rule is in effect for all 360 events. For bolt on weights and rules please refer to 410 rules as to mounting. Cars not making weight will be penalized to last in that event. *See scaling procedures.

C. TIRE RULE- Right Rear Hoosier Racing Tire, stamped Medium or Hard 105 X 16, **Left Rears:** H15.0/90-15 H12, 15.0/92-15 H12, H15, 15.0/94-15 H12, H15, 15.0/96-15 H12, H15, **Fronts:** 85/8.0-15 D12, D15, D20. Cars not running the correct tire will be penalized to last in that event.

(see page 21)

3.1-360 ASCS HEADS

Cylinder Heads

List of Cylinder Heads approved for ASCS competition is as follows:

- A. Chevy - #27-211
- B. Ford- #27-223
- C. Mopar- #27-222

3.2- Spec Heads: Brodix Chevrolet Style Heads part # 27-211 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening no larger than original opening, the only exception being, inlet opening may be ground or polished 3/4 inches or no further into port than the closest edge of the closest letter of the ASCS logo. During this polishing the left side of the letter "A" is sometimes inadvertently brushed with polish wheel. This is permissible as long as letter is still intact. During polishing of inlet port sometimes polish marks may go slightly further than the 3/4 inch. Please note that the intake port is for a Fel-Pro #1206, or equivalent, gasket.

3.3-Spec Heads: Brodix Ford Style Heads part # 27-223 with ASCS stamp may not have any performance-enhancing alterations in any way. Intake opening must be 2.150 inches tall by 1.300 inches wide. Intake port polishing will be allowed. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing. Polishing will be allowed in the exhaust ports as long as the original ASCS logo is not affected or port

shape is not altered substantially. Please note that the intake port is for a Fel-Pro #1262, or equivalent, gasket.

3.4-Absolutely no intake or exhaust port relocation, raising, enlargement or reshaping of any type. Valve angle and placement may not be altered in any way on the ASCS spec head or on any other head. ASCS checking fixtures to check the above specifications and dimensions will be used by sanctioned ASCS tracks.

3.5-Valve angle and placement may not be altered in any way.

3.6-Angle milling is allowed as long as the head remains within 1 degree of original manufacturer's specifications.

3.7-No welding of any kind, internally or externally, is allowed.

3.8-Guidelines regarding porting and polishing:

3.9-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

3.10-Porting and polishing of intake ports is allowed with the following restrictions:

- A. All ASCS logos must remain completely intact.
- B. Pushrod area and intake openings must meet previous requirements and checking fixtures currently utilized by sanctioned ASCS tracks.
- C. Valve spring pockets may not be welded or altered in any way with intent to relocate ports.

3.11-Absolutely no exhaust port relocation, raising, enlargement or reshaping.

- 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.

3.12- Polishing will be allowed in the combustion chamber area to avoid chaffing.

A. Any internally repaired ASCS spec head must be re-certified by Brodix. All oil pans must have inspection plug, pans without plug will be subject to pan removal at any time. No crank trigger switches in the cockpit, chassis adjusting systems, shocks, etc. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle drive-line.

B. Penalty for altered head in any of the above areas will be a disqualification and a two hundred fifty to five hundred dollar fine (\$250-\$500) and or forfeit of all points for the season and or any monies won during the event that the infraction was found. Car and driver cannot race at Knoxville until fine is paid.

3.13-FUEL INJECTION

A. Fuel injection will have a maximum stack bore of 2 3/16" of at least 3 inches. If sleeved down; sleeve must be at least three inches long and measure 2 3/16" throughout.

B. One fuel nozzle per cylinder. Butterfly and shaft model injectors only, no side plate or rotary barrels allowed.

C. No electronic injection.

3.14-SHOCKS*

A. No cockpit adjustable shocks.

B. No electronically adjustable shocks.

3.15- *Intentionally left blank*

3.16-360 CLASS WINGS

A. ASCS wings are allowed with 8 degree side panels. Cock pit adjustable wing sliders are allowed.

B. Center Foil maximum size of 25 square feet with a maximum width of 60 inches with a one degree plus or minus tolerance.

C. Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.

D. Maximum 2" removable wicker bill/ Flat Wings Only may be mounted on the rear edge of the center foil. Knoxville weekly shows only, Other sanctions may or may not allow a 2 inch wicker bill. Wicker bill must be 90 degrees to the top of the Center Foil. No built-in wicker bills or gurney lips allowed.

E. Other than the slider mechanism, no moving parts allowed on or in foil structure.

F. 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 $\frac{1}{2}$ inch. There is zero tolerance on this $\frac{1}{2}$ inch depth. It is suggested that the wing blue print specify $\frac{15}{32}$ -inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the $\frac{1}{2}$ inch specification. (This $\frac{1}{2}$ inch measurement ensures that the belly/curl arc is gradual.)

G. Intentionally left blank

H. The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of $2\frac{1}{2}$ 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.

I. 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.

4.0- Wing Posts* , see section 7.22

5.0- PRO Sprints by Pace Performance

5.1 Weight Rule – 1500 lbs with the driver after a race.

5.2 Tubing and nerf bars must be hollow. This rule is in effect for all events.

5.3 For bolt on weights **and rules please refer to 410 rules as to mounting.**

5.4/5.5 Intentionally *Left Blank*

5.6-PRO Sprint Spec ENGINE**

****5.7-Sealed Engine:**

A) Sealed Engine package part # GMP-CT525-KX from Pace Performance will be specified as the only engine for use within the Knoxville Raceway PRO Sprint division.

B) Pace Performance is currently the only Approved Vendor for this Sealed Engine package option.

C) This Sealed Engine Package Utilizes Mandated Bolt on Components... The Engine and All Mandated Bolt on Components Must Remain in their Original Configuration and Form as Purchased and Delivered from Pace Performance.

Update. The current battery XS powersource part # XSPS680. Teams may now use Any 12 volt battery. Battery must be located in the original mounting location and footprint on the left front corner of the engine.

D) This Engine retains all GM factory installed Seals and also includes Pace Performance Serial Numbered Cable Seals with QR coded Seals to allow tracking through the Pace Performance Website on the Intake Manifold, Valve Covers, Front Timing Cover and Oil Pan.

E) This Sealed Engine must remain intact and Not Tampered with. Any Seals that have been Removed or Tampered with will make the Engine non-conforming and Not Eligible for Competition at Knoxville Raceway. The Penalty for Anyone Tampering with Seals, Modifying any Integral Components within the Seals will be Subject to Expulsion from Participating at Knoxville Raceway as a Driver or Owner for 365 days from the date of Expulsion and Fined \$1000.00 to be paid prior to Returning to Competition. The Penalty for anyone Tampering with or Modifying any External Components Outside the Seals Including Ignition Control Box is Subject to a Two Week Suspension and Fined \$250.00 to be Paid prior to returning to Competition.

F) Carburetor: Spec Holley 80535-1 . The only Allowed Changes are Jetting, Power Valves, and Air Bleeds. No other Modifications are allowed. Carburetor will be subject to Go no Go Gauge Checking as part of Tech.

G) Carburetor Restrictor/Spacer: Each Restrictor/Spacer is Serial Numbered to each Engine and will also be subject to- Go no- Go Gauge Checking as part of Tech.

H) Engine Information Contact: Don Blackshear @ Pace Performance 1-800-748-3791 ext.1150. Cell 724-977-7424 or donblackshear@paceperformance.com

5.8- Tire Rule- Same as Knoxville 360 and 410's any legal 16" RR tire and LR Tires as listed above. Cars not running legal tires will be penalized to last place in that event.

5.9- Intentionally Left Blank

5.10 - Wing Rule - Maximum top wing size of 25 square feet, with maximum of 30-inch by 72-inch side panels.

5.11 Side panels must be one piece.

5.12 No split wings or bi-wings.

5.13 Top wings must not extend beyond outside of rear tires.

5.14 No turn-up/wicker bill allowed, except on flat wings. 1" maximum

5.15 Maximum front wing size to be six square feet total with a maximum width of 36 inches and 12-inch side panels.

5.16 No foils or rudders over 3" will be allowed.

5.17 No side foils, rudders or panels are to extend beyond roll cage on any side, no body pieces to extend beyond or underneath front torsion tube except hood. Sunshields cannot restrict vision.

5.18 * No wedges or foils underneath race car. 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/air foil of any nature, except those used to cool/protect the motor & braking system. *Cockpit adjustable Top wing sliders are allowed .

5.19- Wing Posts*, see section 7.22

5.20- *Intentionally left blank*

6.0-Intentionally left blank

7.00-Knoxville Raceway Safety and Technical Inspection Rules

7.1 These rules are intended to make racing as safe as possible. However, there is no guarantee that an incident will not occur even if you follow these rules to the letter. Thank you for your cooperation.

7.2- Electronics, Gauges and Dashes

1. 2-way communication devices in or attached to the race vehicle or on the driver's person will not be permitted.
2. Cellular, satellite and/or Wi-Fi devices in or attached to the race vehicle or the driver's person will not be permitted (including cell phones or smart watches).
3. Antennas will not be permitted in or attached to the race vehicle or carried by the driver.
4. All forms of a vehicle position system (GPS) will not be permitted.
5. Only approved lap timing and or lap time recording devices (transponders) will be permitted.
6. Gauges to monitor engine conditions are permitted at the discretion of Knoxville
7. Raceway Officials.
8. All Electric gages whether analog or digital, except tachometers, will only be permitted to have one (1) input from the respective gauge sensor. Outputs from the gauges will not be permitted. Tachometers will be permitted to record engine RPM for recall.
9. Electronic Dash Modules will not be allowed.
10. All additional wiring harnesses related to electronic dash modules or any other type of data acquisition must be completely removed from the race vehicle during an event.

7.3- BOLTS* No hollow or drilled out bolts anywhere.

7.4-SHOCKS*- No cockpit adjustable shocks. No Electronically adjustable shocks
Currently the only approved thru-rod style shocks:

- Penske PS-7700T

7.5-TORSION BAR* adjustments from the cockpit are not allowed. Torsion bar stop and arm locks are required on both front bars.

7.6-TORSION ARM STOPS*-All cars shall be equipped with a torsion bar stop retainer system on both sides of the front torsion bar. Retainer may be rod type with a securing cap or insert with expanding mandrel.

Current approved:

1. Moose Block 1200 Retainer Kit
2. All Star Performance All Star 10730 Retainer
3. Maring Safety Retainer
4. Butlerbuilt Mandrel
5. KKR grove and clip
6. Kaeding Clip
7. DMI – T-REX (Torsion Restraint Express System)

7.7-BATTERIES and RADIOS* No batteries, other than those included in communications devices (RaceCeivers) required by Knoxville Raceway, or in specific non magneto equipped engines. RaceCeivers or other approved one way communication radios with Officials only are required. Radios must be in working condition and turned on. Failure to do so may result in two position penalties or disqualification. (CT Spec Engine class may run approved ignition batteries.)

7.8-NUMBERS* – Those must be visible and neat in appearance. Numbers must be on both the left and right side of the tail as well as the side panels of the top wing. Wing letter minimum sizes, numbers must be at least 18 inches high and letters at least 12 inches high.

7.9-MUFFLERS/HEADERS*

- A. Only the 14 inch Flowmaster (part #53545-10) and the Schoenfeld (part # 14272735-78) mufflers will be permitted unless otherwise notified in writing prior to any event. The specified mufflers must remain unaltered from the manufacturer.
- B. Titanium, carbon fiber and/or any other type of exotic material mufflers will not be permitted.
- C. All mufflers must be securely mounted. Mufflers that are mounted with pop rivets and/or sheet metal screws will not be permitted.
- D. 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 Knoxville Raceway Officials. Physical damage from a crash and/ or other incident will permit a change, but then the car must be inspected again.
- E. Any muffler and or header that have been altered in an attempt to gain a competitive advantage will not be permitted. Altering mufflers will result in loss of points and all money for the night's event. Only one muffler per header allowed. Mufflers must be welded or attached by approved clamps. Loss of mufflers not properly attached will result in disqualification to the rear of that event. Mufflers may not exceed the maximum decibel (DBA) reading on the tracks DBA meter.
- F. When qualifying, any car determined to be in excess of the Decibel limit(s) set by either the track and/or any local agency, will receive only one (1) lap of qualifying at the end of time trials and the highest qualifying position the car may achieve is the first position behind the invert. If the car pulls off and no time is recorded, the car will be permitted one (1) lap at the end of time trials. If during that attempt the car remains louder than the limit it will result in an automatic disqualification.

7.10-BRAKES* Only steel, aluminum, titanium or carbon fiber brake rotors allowed. Cars may not race without working brakes.

7.11-WHEELS and wheel covers* Maximum right rear width is 18 inches and maximum left rear width is 15 inches. All **must be steel or aluminum only.**

Wheel covers: it is highly recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may continue to use dzus fasteners. Said dzus fasteners must be made of steel only. **Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16", flanged steel bolt and an approved fastening (nut assembly) system.(Titanium fasteners are allowed.) Rounded or flat topped Allen/Screw driver/ headed bolts with washers are recommended.**

Approved fastening (nut assembly) systems: Keyser Manufacturing, part #100 7-101.

Wehrs Manufacturing Part # (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16)

Triple X Chassis Part # SC-WH-7810(for a 1" spring) / SC-WH-7820(for a 1 3/8" spring)

Smith Precision Products Part # MC-516-18 Speedway Motors part # 910-07119)

Optional fastening systems that are equal or superior to the above approved system will be approved at the sole discretion of Knoxville Raceway Officials.

7.12-TIRES*- Tire rules are in effect for all classes. Cars may not race with a flat tire on the right rear, left rear or right front. Wheel rims on the sidewall against the track are considered flat. Left front tires that are off the bead will be sent to the work area.

Digital air bleeders are allowed but cannot be remotely controlled.

7.13-BUMPERS & NERF BARS* All rear bumpers must be steel, no titanium, minimum one inch in diameter, minimum .065 thick. The front bumper must not extend past the more than eight (8) inches from the frame and/or the measurement from the center of the front axle to the front of bumper must not exceed 23 ½ inches. Left and right nerf bars must attach to the chassis in three (3) points. Minimum 1.00 " diameter and .065" material thickness.

7.14 -FRONT AXLES* Magnetic steel only.

410: Minimum front axle size:

***Knoxville weekly shows allowed, other series rules may apply at those races**

2 1/2" diameter x 0.095" wall and thicker

2 3/8" diameter x 0.095" wall and thicker

*2 1/4" diameter x 0.120" wall and thicker

*2" diameter x 0.156" wall and thicker

360/PRO Series:

2.1/2" diameter x 0.095" wall and thicker

2 3/8" diameter x 0.095" wall and thicker

2 1/4" diameter x 0.120" wall and thicker

2" diameter x 0.156" wall and thicker

7.15-TETHERS*: **Approved tethers are required** King Pin Tethers are mandatory in all classes. All axle tethers should connect around the axle either by clamp, intermittent rosette welded ring, or tether. Tethers terminating on the shock tower are for emergency use and should not be considered a satisfactory mounting point. Tethers should also be mounted around the front engine motor mount upright, not the radiator upright. Approved front axle tether systems are mandatory. 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. No "bolt to bolt" radius rod axle tethers will be allowed.

January 2020 all axle tether systems must clamp to or wrap around the axle per the manufacturer's instructions.

Current approved:

ButlerBuilt:

- A. **BBP 4922-225** 2 1/4" Axle diameter complete kit
- B. **BBP 4922-238** 2 3/8" Axle diameter complete kit
- C. **BBP 4922-250** 2 1/2" Axle diameter complete kit
- D. **BBP-4924 King Pin Tether**

C & R Racing Sprint Car Front Axle King Pin Tether System

- E. Radius Rod Tethers part Numbers (NOT ALLOWED IN 2020 unless utilizing an axle clamp or other approved axle mounting system.)
- F. CRA-102-255/265/27/275/28-A
- G. CRA – 103 – 53 – A
- H. CRA – 103 – 54 – A
- I. CRA – 103 – 55 – A

Amick Associates Radius Rod Axle Tether

- A. Part Number: WC-101M 8mm X 36" Radius Rod Tether
(15,000 lbs. Nominal Breaking Strength) (V-12 with Red Tracer)

The approved tethers may be revised from time-to-time with additional approvals and/or other changes to the approved list.

7.16 – Intentionally Left Blank

7.17-HOODS*

- A. All cars will be required to run a full sprint appearing hood.
- B. Hood must extend to the front torsion tubes or a similar location on coil-over cars.
- C. While the hood may be a multiple piece design it must appear to be one continuous piece.

D. Hoods and nose pieces may not extend above the frame and or roll cage to create any additional aero effects. Air induction areas of the hood may be subject to inspection regarding aero effects. Wedges and/or foils underneath the racecar will not be permitted.

7.18-BODY SIDE PANEL*

A. Panel opening on the right side must have minimum opening of 10" by 21". Maximum distance from frame is 7".

B. Radius rod protectors will be permitted. The maximum protector vertical opening will be 10 inches in height by 24 inches long and it must not extend more than 3 ½ inches from the outside edge of the bottom frame rails.

C. A maximum 1 ½ inch wide by 20 inch long exhaust fume deflector, located on the bottom side-body panel at the rear edge will be permitted. The turnout angle must not exceed 90 degrees.

D. Elbow room alterations must be limited to the area between the roll cage and not be designed to trap or deflect air in order to gain a competitive advantage.

F. We suggest that any side panel configurations beyond the normal appearance be pre-approved by Knoxville Raceway Officials. All other side paneling must be fabricated flat and must not extend past the outside edge of the frame rails more than the thickness of the paneling material.

G. With the addition of the new roll cage support bars referenced in Section 1.1A of the 2019 Sprint Car Rules the following adjustment to Section 7.18 shall take effect immediately. The right side minimum panel opening dimension of 21" x 10" shall stay in effect. The left side paneling may extend to but not forward of the support bar. The use of a left side arm guard as part of the paneling is acceptable as long as it or any other part of the paneling does not prevent left-side driver entry or exit at the discretion of track Officials.

7.19-DRAG LINKS, TIE RODS & RADIUS RODS (LF)* –Drag links must utilize an approved tether fastened to the frame. Captured steel heim ends and 1" diameter steel construction with .058 sidewalls is required for drag links and tie rods. Steel heim ends are required on steering linkage and steel left front radius rod. Left Front Radius rod shall be no less than .058" thickness steel tubing.

7.20 -FLOOR PAN*– Steel or aluminum only. Wedges and/or foils underneath the racecar will not be permitted

7.21- CARBON FIBER* Excluding brake rotors, torque tubes, no carbon fiber parts allowed in the suspension, steering components, or drive line, including radius rods, no carbon fiber engine sleeves, carbon fiber manifolds and/or any other injection type pieces manufactured from carbon fiber . Carbon fiber injection stacks are allowed. See 7.28 Seats for approved carbon fiber seats.

7.22- Wing Posts* 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.

7.23-Traction Control Devices:

- A.** Traction control devices of any type are not permitted at any time, during any event.
- B.** Any team found with a traction control device in pre and/or post-race inspection shall be disqualified from that event. Additional penalties, including indefinite suspension and/or fines, and/or any penalty deemed appropriate by Knoxville Raceway Officials. 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.

7.24-DRIVELINE SYSTEMS*

- A.** All cars must utilize either a driveline strap or a driveline hoop restraint constructed of .065 steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet testing. Driveline Blocks are also allowed and recommended.
- B.** The rear cross member must be constructed of 1" x .083 or 1 ¼ " x .065. The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added protection.
- D.** Tethers should be considered in this area if additional room for steel protection is not available. Driveline U-Joint scatter shields, steel torque ball

housings, minimum .120 thick and or torque ball U-Joint containment blankets are required. Driveline blocks are strongly suggested.

E. New products are being developed for added protection in these areas. We will be updating these rules for driveline restraint systems.

7.25-SEATBELTS*

A. Each car will be equipped with minimum SFI 16.5 or SFI 16.1 approved restraint system, belts must be replaced two years after the the expiration date or the date of manufacture.

B. Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners must be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.

C. Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.

7.26-DRIVER'S EQUIPMENT*

A. The driver's suit should be constructed of multi-layered fire retardant material. (SFI 3.2A/5 label) Knoxville Raceway reserves the right to reject any driver's suit it deems unsafe. Nomex underwear and socks (SFI 3.3) are suggested. A head sock is also suggested. Driving gloves and racing shoes (SFI 3.3) are strongly suggested.

B. Knoxville Raceway reserves the right to inspect any helmet for cracks or structural damage and reject same if necessary. ***All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860-2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005/2010 label.*(FIA and Snell dates may be updated in these rules at a later date).** It is strongly recommended that helmets should have the Eject™ helmet removal system installed as per the manufacturer's instructions. At all times during an event, including practice, qualifying and competition (excluding starting the car for engine warm-up) drivers must wear an SFI-approved head and neck restraint device/system that is properly mounted and connected per the manufacturer's instructions. The device should meet SFI 38.1 specifications and display a valid SFI 38.1 label. The head and neck restraint must be SFI 38.1

approved and display a legible and valid *SFI 38.1 label. *Approved systems subject to change.

C.) Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

7.27-CAR'S EQUIPMENT*

A. Use a securely fastened steering wheel with a quick disconnect for easy removal.

B. No aluminum rear bumpers, or nerf bars. All roll cages must be higher than the driver's helmet.

C. Opening on left-hand side of cockpit must be a minimum of 14 inches. The body work on the right side must maintain the current 10" x 21" opening

D. Head and neck restraint systems are required. These systems should be properly mounted and connected according to manufacturer's instructions. The device should meet SFI 3.3 specifications and display a valid SFI 3.1-3.3 label. *Approved systems subject to change.

E. No pop rivets or cotter keys to be used to fasten wings, bumpers or nerf bars to race car.

F. You cannot race without a hood.

G. If you lose a rear bumper you may continue the race unless the car is stopped. If a red occurs you must repair or replace the bumper in the allotted time before you can restart.

H. No mirrors of any kind. A rock screen is strongly suggested.

I. Engines, fuel, tires and mufflers may be inspected at any time. Fuel will be inspected during periodic intervals. Officials may at their discretion, inspect any car entered for competition in any racing event at any time. Officials may impound a part/component, engine and/or any other components and/or the complete car for analysis.

J. The only chassis and/or frame adjustable device, including adjustable shock absorbers that may be within the driver's reach will be one (1) top wing adjuster,

for the top-wing slider mechanism. The slider must be one dimensional and allow forward and rearward movement only. In-cockpit fuel shut off valves should be clearly marked as to on and off position.

7.28-SEATS*

7.29 FIA and/or SFI rating recommended. Aluminum or carbon fiber allowed, mounted according to the seat and chassis manufacturers recommendations.

7.30 The following seats are approved for competition.

- 1.) Butlerbuilt – Advantage, EZ Series
- 2.)The Joie of Seating – SPR01, Full Custom
- 3.)Richardson – R39, R39 Deluxe
- 4.)Fiberworks – SCS
- 5.)Kirkey – 69, 69 Sprint79, 79 sprint
- 6.)Ultrashield – VS Halo – 72000, 720000, 75000 and 8000 Series
- 7.)RaceTech Sprint

7.31 The rear cross member or rear end bar should be mounted below the lowest part of the seat. Additional material should be added to the seat crossbar for added extra protection.

7.32 All seats may be required to meet the SFI 39.2 specifications. The approved driver's seats may be revised from time-to-time with additional approvals and/or other changes to the approved list.

7.33 The driver's left side head rest / helmet surround must extend at least 4"-inches forward from the back of the headrest (where the helmet contacts the back of the headrest). All areas surrounding the head should have padding.

7.34 An approved driver's cockpit net is mandatory for the left side if the Helmet head rest / helmet surround is less than 7"-inches forward from the back of the seat. The net must be a minimum of three (3) ribbons and meet the SFI 37.1 specifications, installed per the manufacturer's specifications.

7.35 The following nets have been approved for competition;

1.) Safety Solutions (Sprint Car Net)

2.) Simpson DN-SPR

3.) Speedway 91073

The approved nets may be revised from time-to-time with additional approvals and/or other changes to the approved list.

8.0- TIRE Prepping PENALTIES*: All Classes

*1st offense, Disqualified to last place, loss of nights points and \$250.00 fine.

*2nd offense, Disqualified to last place, loss of nights points and \$500.00 fine and one race suspension.

*3rd offense, Disqualified to last place, loss of nights points, \$1000.00 fine and loss of season points with a two race suspension.

All decisions regarding tire prep penalties will be issued after a lab test has been performed by a certified Laboratory. Tires not conforming to Hoosier Benchmark properties will be considered altered.

WARNING: DO NOT ALTER TIRES*

Chemical Treatment of Tires: Hoosier Racing Tire strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire "soaking" or use of tread "softener."
Hoosier Racing Tire strictly forbids the physical defacement (removal, altering or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in SERIOUS PERSONAL INJURY OR DEATH.

9.0-SPORTSMANSHIP*

Sprint car racing is a very emotional sport. Therefore, good sportsmanship is the cornerstone of any competitive racing program. This must include respect for all participants, drivers, owners, pit crews, and officials. For our part we will try to be consistent with our decisions, no matter what or who is involved. We will treat all participants with respect and expect similar treatment in return. Fighting, harassment, or verbally abusing any officials, security, safety

workers, firemen, tow truck operators, push truck operators etc, will not be tolerated. Drivers, remember that you are responsible for the actions of your crews. Being in the other competitors pit area or tech area without a car present for tech or scales is considered already at fault. In an effort to curtail the incidents at Knoxville Raceway, the following system of penalties will be in force:

1. Threatening or obscene gestures aimed at an official or a competitor \$100.00 to \$500.00
2. Foul language directed at an official or a competitor \$100 to \$750.00
3. Rough driving \$100 to \$500 , unapproved push offs onto raceway, \$100.00 to \$500.00
4. Fighting in pits \$200 to \$2000
5. Pushing, shoving or assaulting an official \$500 to \$2000
6. Disqualification may be an additional penalty in the case of flagrant violations. Disqualifications will be for a specific number of race nights. Rain outs will not be included when a penalty involves a specific number of races. Probation periods may also be utilized.
7. Sportsmanship does not just pertain to activities at the track. As a Competitor at Knoxville Raceway you are expected to act professionally at all times. For that reason, the same principles and guidelines found in this Rule Book apply to **your activities online**. Ultimately, you are solely responsible for what you post online. Before creating online content, consider some of the risks and rewards that are involved. Keep in mind that any of your conduct that adversely affects Knoxville Raceway, Knoxville Raceway Officials, and or other competitors, may result in disciplinary action up to and including suspension. These rules also pertain to Knoxville Raceway Officials and employees as well.

9.1-Appeal of Fines **Fines and or disqualifications and probation periods will be at the discretion of the Race Director. You may appeal your case to the Race Committee of the Marion County Fair Association. All fines must be paid before you can return to participation at Knoxville Raceway.

9.2-Penalties for infractions:* ANY CAR, TEAM OR DRIVER NOT MEETING KNOXVILLE RACEWAY SPECIFICATIONS OR STANDARD RACING SAFETY PROCEDURES AND EQUIPMENT IS SUBJECT TO AUTOMATIC DISQUALIFICATION TO LAST PLACE AND OR FINES IN LIEU OF DISQUALIFICATION. PENALTIES MAY RANGE FROM \$50.00 TO \$500.00. POINTS MAY ALSO BE DEDUCTED FROM THE NIGHTS EVENTS (Fuel tests included) Last place money and points may or may not be awarded at the discretion of the Race Director. Standards and measurements included.

9.3-Technical Inspection* – Knoxville Raceway reserves the right to inspect any part of any race car at its discretion. Any team refusing inspections at any time during or after an event will be disqualified, with all points and money won forfeited. Fines from \$50.00 to \$500.00 may be implemented.

A. Engines, chassis, suspension, ignition/electrical, tires, fuel and/or sound/mufflers may be inspected at any time.

B. Fuel

C. Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for

competitive, and/or research data analysis

D. Officials may at their discretion, inspect any car entered for competition in any racing event at any time.

10.0 -Intentionally Left Blank

11.0-SCALING PROCEDURES*: Additional weight will be permitted, but must be mounted and fastened to the frame and/or chassis in secure manner. All additional weight must be mounted and fastened in the area between the bottom frame rails and axles but mounted no higher than the upper rails. The addition of additional weight during and yellow and/or red flag condition will not be permitted. All additional weight must be painted white and have the car number on it in black numbers.

11.1 The scales will be available and open to scale cars prior to hot laps at every event.

11.2 All cars will be scaled/weighed during qualifying and after the heats with all transfer cars going directly to the scales. At least the top five cars will be weighed after A feature events. Drivers will be instructed over the radio if the scales are open for other feature events. 410 class minimum weight 1400lbs/with driver, 360 class 1500lbs/with driver, Pace PRO Series 1500lbs /with driver.

11.3 If a car fails to meet the minimum weight restriction, or other scale violations the following penalties apply.

1. **Time Trials:** The car is scored last in time trials.
2. **Heat Race:** Car is disqualified from that event, but remains eligible for the B Main starting last.
3. **Final Qualifying Mains and or other races:** Car is scored last.
4. **A Main:** Car is scored last.

11.4 - Intentionally Left Blank

11.5 - Intentionally Left Blank

11.6 Cars must proceed immediately to the scale /tech area. Crew members and or other race team personnel will not be permitted in the scale/tech area and or to approach the car prior to reaching the designated area until it is weighed and released.

11.7 All drivers must remain seated in their typical racing position in the vehicle during the scaling process unless released by Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.

12.0- Intentionally Left Blank

13.0- Intentionally Left Blank

14.0- Protests:

14.1 All protests must be turned into the Competition Director in writing within Ten (10) minutes of the end of the race. The protest fee must be paid in cash at the time of the protest. Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest. Only teams competing in the current Knoxville point season and in the top 20 in points may file a protest. 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. Protests may only be made by teams actually competing in the event.

14.2 Any one team will be limited to a maximum of Two (2) protests in a season.

14.3 If the car protested is found to be nonconforming, the protesting fees will be returned to the team filing the protest less the filing fee and any lab costs. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee and any lab costs.

14.4 Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.

14.5 Knoxville Raceway Officials reserves the right to ask for a conformance test at any time (sealed motor and/or otherwise). If through testing procedures a car is found to be nonconforming, 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.

14.6 Knoxville Raceway Officials reserves 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. No protests will be accepted on judgment decisions.

14.7 In the event a car is protested and found to be illegal, the driver and car protested shall have all points and money forfeited that were won during the particular race program in question and may be suspended. Tire protest have different penalties.

14.8 Protest Fees (Figures In Parenthesis Are Filing Fees)

1. Engine (heads and or pan off) \$800 (\$100)
2. Fuel test \$200 (\$100) lab tests extra
3. *Other technical protest: \$200 (\$100)
* list of other technical protests to be added

15.00-*TIRE PROTESTS:

15.1 * Tire protests may involve one and/or both rear tires or front tires
The fee will be \$250 per tire collected by the track. There will be no refunds to any teams regardless of the outcome of the tire tests. The protest will require the submission of the tire(s) or samples taken by Knoxville Raceway Officials from the car (car owner, driver and/or designated representative) which has been protested. The tire(s) or (samples) involved in the protest will be shipped, processed and chemically analyzed at a facility designated by Knoxville Raceway and/or the tire manufacturer. The determination of the facility will be final and non-appealable.

15.2- Safety and Inspections **Knoxville Raceway Officials shall have full responsibility for safety rules and regulations enforcement at all events. At the discretion of the Race Director, and or Competition Director, any competitor may be disqualified for rule violations or hazardous equipment or hazardous actions. All race cars are subject to be inspected at any time. If a part is deemed non-conforming, responsibility for proving otherwise rests with the team being checked.

15.3-Inspecting and affixing stickers to the vehicle and or parts of the vehicle by the inspector(s) shall mean only that the vehicle or parts is approved for participation in a competitive event shall not be construed in any way that the said parts are considered in any way guaranteed mechanically sound. Be it further declared that the inspector(s) shall not be liable, for any mechanical failures, nor for any losses or injuries resulting from the inspections.

15.4-All drivers must be at least 16 years of age to compete in the sprint car division(s). Drivers under 18 years of age must have a signed and notarized parental consent form by the parents or legal guardians and said consent form must be in the hands of the Race Director before participating of said individual will be allowed.

16.0 Alcohol and Drug Policy*

16.1 Knoxville Raceway is committed to making racing as safe as possible for its fans, officials and workers along with all competitors. Knoxville Raceway requests the assistance of all of its competitors to effectively eliminate the participation of substance impaired drivers and or crew members. All competitors, officials, track workers and other infield employees agree to be bound by, and to comply with these policies at all times during events at Knoxville Raceway.

16.2 No alcohol may be consumed by a competitor before or during an event. There is to be no consuming of alcohol by any crew member before or during an event. Knoxville Raceway reserves the right to take action it deems necessary to test for alcohol impairment before, during or after an event. Knoxville Raceway reserves the right to determine that a participant is under the influence and/or physically unfit to participate in an event. This action will be taken in the interest of safety and in the best interest of the sport.

16.3 No use, distribution or sale of illegal drugs will be tolerated on the Marion County Fairgrounds. Knoxville Raceway can require a participant to submit to a test or tests for the presence of alcohol, drugs or medications if Knoxville Raceway or any sanctioning body has reasonable suspicion that the participant has violated any part of this policy and is exhibiting impaired or diminished capabilities to perform as a result of using a prohibited substance will be in of violation of this policy. A physical field test may be performed by Knoxville Raceway or if requested, by law enforcement personnel. Any refusal of requested tests will result in the disqualification of the participant from competition. Failure of tests,

Amended and add the following:

16.4 SUBSTANCE ABUSE POLICY TERMS AND CONDITIONS

I. PURPOSE. Marion County Fair Association, Knoxville Iowa d.b.a. Knoxville Raceway (hereinafter "Knoxville Raceway") is dedicated and committed to making its racing safe for both

competitors and spectators. Knoxville Raceway understands that misuse and abuse of alcohol and drugs, both legal and illegal, is a serious threat to the safety and security of motorsports, and by way of this policy, it seeks to control and eliminate such misuse and abuse at or in connection with its events. Knoxville Raceway requires the cooperation and assistance of all of its competitors and members in effectively implementing the “Knoxville Raceway Substance Abuse Policy” (hereinafter “Policy”).

II. PROHIBITIONS. A. Prohibited Substances. Pursuant to this Policy, prohibited substances include those substances that, in Knoxville Raceway’s sole determination or in collaboration with the Administrator, may adversely affect the safety and well-being of the Participants or the competition at a Knoxville Raceway event. Such substances include, but are not limited to, illegal drugs and the paraphernalia associated with the use of illegal drugs. Knoxville Raceway reserves the right, in its sole discretion, to make a determination with regard to the prohibition of any substance at any time. Pursuant to this Policy, said discretion includes the ability of Knoxville Raceway to make the determination after it receives the results of a drug test pursuant to this Policy. Participants shall not use, possess, purchase, sell, manufacture or participate in the distribution of prohibited substances, in any amount and at any time. B. Prescriptions and Over-the-Counter Medications. Participants shall use prescription and over-the-counter medications responsibly, and Participants should be fully informed as to the medications’ potential impact and effect on participation at Knoxville Raceway events. Participants should not use prescription or over-the-counter medications during a Knoxville Raceway event if such use impairs or diminishes their skills or abilities, or if it affects the Participants’ safety or the safety of others. Even when properly used, prescription and over-the-counter medications can be dangerous and result in an unsafe environment, particularly during high speed motorsports activities. Misuse of a prescription or over-the-counter medication by Participants, including, without limitation, use that is inconsistent with the instructions provided by the manufacturer, pharmacist, and/or the prescribing physician, is strictly forbidden. Knoxville Raceway reserves the right and ability to prohibit the use or misuse of any particular prescription or over-the-counter medication, and to deem such use or misuse detrimental to the safety of Participants, the sport, and/or others. Any medication that causes Participants to have a diminished or impaired ability to perform his or her duties at a Knoxville Raceway event shall be deemed to be prohibited for the purpose of this Policy. The illegal acquisition and/or distribution of any prescription or over-the-counter medication is also strictly prohibited. C. Alcohol. On event days, Participants in Knoxville Raceway events are strictly prohibited from consuming or being under the influence of alcohol prior to or during the event. Participants shall be deemed under the influence of alcohol if a test taken before, during, or immediately after participation (in any capacity) indicates a blood alcohol content level at or above 20 mg per 100ml (.02%). However, nothing in the terms and conditions of this Policy shall prevent Knoxville Raceway from exercising its sole discretion to determine that a Participant evidencing alcohol usage in any amount (even with a blood alcohol content level of below 20mg per 100ml [.02%]) is under the influence and/or physically unfit for participating in the event. Knoxville Raceway reserves the right and ability to take such action in the interest of safety and in the best interest of the sport.

III. TESTING BASED UPON REASONABLE SUSPICION. Knoxville Raceway can require a Participant to submit to a test or tests for the presence of alcohol, drugs or medications if at a Knoxville Raceway event, or Administrator officials have reasonable suspicion that the Participant has violated any part of this Policy or has impaired or diminished abilities to perform as a result of using a prohibited substance. Pursuant to this Policy, testing may be performed using breath, urine, saliva, and/or blood. Knoxville Raceway also reserves the right and ability to determine that Participants are under the influence of alcohol, drugs, or medications through the use of a physical field test checking physical impairments or diminished capacities. Circumstances and factors that may cause Knoxville Raceway to have reasonable suspicion include, without limitation the following: A.) Illegal substances or illegal drug paraphernalia is observed in the possession of the Participant at any time; B.) The Participant is observed exhibiting one or more of the following symptoms or behaviors, which can potentially be associated with the use of alcohol, drugs, and/or medications: 1.) Physical signs of red or droopy eyes, and/or dilated or constricted pupils; 2.) Slurred speech, stumbling, or hyperactivity; 3.) Needle marks present on the Participant's body; 4.) Repeated unexplained disappearances from an event; 5.) A constantly running or sniffing nose, or a nose that appears consistently red or irritated; 6.) The inability to understand or track time, exhibited, for example, by the Participant being regularly tardy or absent from appointments or commitments; 7.) Chronic forgetfulness or broken promise; 8.) An abnormal number of accidents during events; 9.) Involvement in conduct which violates Knoxville Raceway safety procedures or involvement in careless acts during a Knoxville Raceway event; 10.) Inability to concentrate, lack of recollection, and/or lack of attention; 11.) Mental confusion, paranoia, or the presence of abnormal or unreasonable thoughts and ideas; 12.) Exhibitions of violent tendencies, loss of temper, irritability, or unreasonably aggressive behavior; 13.) Statements by a Participant that may indicate that he or she uses prohibited substances; 14.) Extreme personality changes and/or mood swings; 15.) Noticeably declining personal hygiene and appearance; 16.) A pattern of abnormal conduct; 17.) Violation of Knoxville Raceway rules or a failure to follow safe practices; and 18.) Evidence of attempts to falsify, alter or modify prior alcohol or drugs tests. C.) The Participant is charged with, suspected of, or arrested or convicted for driving while under the influence of alcohol, drugs, medications, or other prohibited substances; D.) The Participants is charged with, suspected of, or arrested or convicted for any type of drug related offense; E.) That Knoxville Raceway receives information from a reliable source that the Participant is under the influence of alcohol, drugs, medications, or other prohibited substances on the day of a Knoxville Raceway event, or that the Participant is using, possessing, distributing, or selling illegal drugs or other prohibited substances at any time. F.) The smell of alcohol or other prohibited substance is evident on the person of any Participant on the day of any Knoxville Raceway event. G.) The results of an examination or test administered by, or at the request of Knoxville Raceway, indicates evidence that the Participant is or was using a prohibited or illegal substance, or the Participant is abusing alcohol; H. The Participant attempts to alter or manipulate a specimen used in connection with testing under this Policy, or the Participant attempts to alter or manipulate the results of any such testing or examination.

IV. RANDOM TESTING. Participants understand and acknowledge that Knoxville Raceway reserves the right and ability to implement (in its sole discretion) a random and/or annual testing procedure and require Participants to submit to such testing. The selection of Participants to submit to random or annual testing shall be made by either the Knoxville Raceway or Administrator.

V. AUTHORIZATION FOR TESTING; WAIVER AND RELEASE; COMPLIANCE. If a Knoxville Raceway Participant refuses to sign, execute, and/or deliver an authorization for testing in connection with this Policy, and/or the “Knoxville Raceway Substance Abuse Policy Waiver and Release, Express Assumption of the Risk, and Indemnity Agreement” prior to participation in Knoxville Raceway events as required by Knoxville Raceway, the Participant will not be issued membership in, or a license to, Knoxville Raceway, and the Participant will not be permitted to participate in Knoxville Raceway events. In such a circumstance, if a Participant is already a member, and/or already has a Knoxville Raceway license, the Participant will be suspended until he or she complies with all requirements of this Policy. Upon request pursuant to this Policy, Participants must comply and submit to testing within the time period designated by the Knoxville Raceway or Administrator officials. If a Participant refuses to comply with or participate in testing within the time period designated by the Knoxville Raceway or Administrator officials, the Participant may be removed from Knoxville Raceway event premises and suspended from competition. In such a circumstance, the Participant will also be subject to additional disciplinary action pursuant to this Policy.

VI. COLLECTION PROCEDURES AND TESTING PROTOCOLS. A.) Participant Notification Procedures. Knoxville Raceway shall designate and assign certain Knoxville Raceway officials (hereinafter “Site Coordinator”) with the responsibility to carry out the following notification procedures with due care and diligence: 1.) Designated Site Coordinator will be given a list of selected Participants by assigned Drug Testing Personnel (hereinafter “Collectors”) or Knoxville Raceway Officials. 2.) Each selected Participant shall be notified in person of their selection to provide a urine sample by the Site Coordinator. 3.) Each selected Participant shall be escorted directly to the testing area by the Site Coordinator or another assigned Knoxville Raceway official unless that Participant has a valid reason for a delay in reporting. Valid reasons for a delay in reporting may include, but are not limited to; pre or post competition obligations, media, medical requirements, and award ceremonies. 4.) If the selected Participant is allowed a delay in reporting to the testing area, s/he shall be monitored by the Site Coordinator or another assigned Knoxville Raceway official until the selected Participant is able to report to the testing area. 5.) The Site Coordinator shall inform the selected Participant to bring a valid form of photo identification to the testing area and to avoid over-hydrating in order to ensure a valid urine sample provision. B.) Collection of Urine Specimens. The Administrator shall designate and assign Collectors with the responsibility to collect urine specimens and to carry out the following procedures with due care and diligence. Collectors should immediately inform a Knoxville Raceway or Administrator official if a Participant does not comply with any of these procedures. D. Testing Laboratory. All testing pursuant to this Policy will be completed at a laboratory (or laboratories) selected by the Knoxville Raceway or Administrator, in their sole discretion, from the listing of those laboratories that have been certified by the Substance

Abuse and Mental Health Services Administration of the United States Department of Health and Human Services and/or by the College of American Pathologists Forensic Urine Drug Testing Program (hereinafter the "Laboratory").

E.) Testing Specifics. The Laboratory shall determine the appropriate standards and methods of analysis regarding specimens submitted concerning Knoxville Raceway Participants. The Laboratory shall also determine if, and to what extent, a specimen is deemed to be a true positive for a prohibited substance and/or alcohol, along with whether or not the specimen has been altered or manipulated. The Laboratory shall transmit all testing results to an Administrator official (or officials) designated by Knoxville Raceway for interpretation, and for determination of the appropriate course of action.

VII. DISCIPLINE. A.) Positive Tests. Any tests conducted under the Policy will be considered "positive" under the following circumstances: 1.) If any prohibited substance is detected in the specimen provided by the Participant. 2.) A Participant fails or refuses to take a test pursuant to Section IV or otherwise engages in activity that prevents the collection of a specimen under the Policy. 3.) A Participant attempts to substitute, dilute, mask or alter a specimen, attempts to impair the excretion of a prohibited substance in a specimen, or attempts to tamper with a test in any way (including, but not limited to, catheterization, specimen substitution and/or adulteration). B.) Sanctions Concerning All Prohibited Substances. 1.) Upon being notified by the designated Administrator official (or officials) of a true positive test result for a Knoxville Raceway Participant, the Knoxville Raceway Officials shall inform that Participant of the positive result and the following sanctions shall apply. First Offense: Participants will be withheld from competition for 90 days from the date of the test and fined \$1000. This suspension term may be reduced to 60 days with the completion of an alcohol or drug education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a retest will count as a second offense). 2.) Second Offense: Participants will be withheld from competition for 180 days from the date of the test and fined \$2500. This suspension term may be reduced to 120 days with the completion of an enhanced alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a third offense). 3.) Third Offense: Participants will be withheld from competition for 365 days from the date of the test and fined \$5000. Reinstatement will be conditional on three negative tests over the final 30-day period of the suspension and payment of the fine. The determination of whether a test is "positive" under section VII.A.2 or VII.A.3 shall be made by the Knoxville Raceway in its sole determination. A Participant who violates Section VII.A.2 or VII.A.3 shall be considered to have tested positive for the category of prohibited substance in which he/she was attempting to avoid detection. If, following a suspension (and the enforcement of any other disciplinary action), a Participant desires to resume participation in any way in a Knoxville Raceway event, the Participant must obtain approval from the Knoxville Raceway Appeals Board and/or Knoxville Raceway Supervisory Officials and must voluntarily submit himself or herself to follow up, and regularly scheduled, testing as deemed necessary by the Knoxville Raceway Supervisory Officials and/or Board. Such follow up testing shall be conducted in a

manner, and under certain conditions, as determined necessary by the Knoxville Raceway Supervisory Officials and/or Board. The follow up testing as determined by the Knoxville Raceway Supervisory Officials and/or Board shall also be conducted solely at the expense of the Participant. In the event that a suspended Participant submits to follow up testing and such testing shows no evidence of a prohibited substance, the Knoxville Raceway Supervisory Officials and/or Board may reinstate the Participant, assuming the Participant is otherwise eligible to participate, and assuming that the Participant agrees to make himself or herself available for future random tests without the need for reasonable suspicion. Such random testing shall be conducted as the Knoxville Raceway Supervisory Officials and/or Board sees fit, shall take place at any time and at any Knoxville Raceway event, and shall be conducted at Participant's sole expense. C.) Appeals. An appeal of a penalty imposed by any violation, as stated in the Knoxville Raceway Substance Abuse Policy, are dictated by Section 12 of the General Rules and Specifications. Appeals will require a \$500 administrative fee. All other aspects of Section 12 will apply. D.) Therapeutic Use Exemptions. Participants may have illnesses or conditions that require the use of a prohibited substance as treatment. In such a case, a Therapeutic Use Exemption (hereinafter "TUE") may, under strict conditions, provide a Participant with the authorization to take a needed medicine during competition. In no instance will an actively competing Participant be granted a TUE for a substance that would impair their ability to compete or endanger other Participants or spectators. If a TUE is approved that would impair a Participant's ability or endanger other Participants or spectators, that Participant will not be allowed to compete while undergoing such approved treatment. All TUE's will be reviewed by Knoxville Raceway and in conjunction with a designated Medical Review Officer (hereinafter "MRO"). In order to obtain an approval for a TUE, a Participant must have a well-documented medical condition supported by reliable and relevant medical data. E. Publication. Participants agree that Knoxville Raceway may, as it deems reasonable under the circumstances, publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test to such third parties. Participants also agree that Knoxville Raceway may, in its discretion, publish information regarding disciplinary action taken as a result of any testing or any violation of the Policy. Participants shall have no claim or cause of action of any kind against Knoxville Raceway, the Administrator, or any of its officials, directors, officers, employees or agents with respect to any such publication.

VIII. PROHIBITED ACTED UNDER THIS POLICY. If Knoxville Raceway determines that a Participant has engaged in any prohibited act under this Policy or has acted in a manner contrary to the purpose and intent of this Policy, Knoxville Raceway may remove the Participant from the Knoxville Raceway event premises and/or take any other emergency action as is deemed appropriate under the circumstances. In such a circumstance, the Participant will also be subject to disciplinary action as issued in the discretion of the Knoxville Raceway Supervisory Officials and/or Knoxville Raceway Appeals Board.

IX. TREATMENT FOR ALCOHOL, DRUGS, OR MEDICATIONS. Knoxville Raceway shall not be involved in recommending or prescribing any particular rehabilitation programs or procedures in response to a violation of this Policy. However, Knoxville Raceway strongly encourages Participants in violation of the Policy to obtain professional and ongoing help and

assistance. In determining potential reinstatement and future participation, Knoxville Raceway will take into account a Participant's efforts to obtain professional help, and it will consider the results and successful completion of programs and assistance. X.) Knoxville Raceway Rules. This Policy, as it may be amended from time to time, serves as a supplement to the currently effective Knoxville Raceway Rules as promulgated by the Knoxville Raceway Supervisory Officials and/or Knoxville Raceway Board of Directors. This Policy shall be interpreted and applied by the Knoxville Raceway in the context of and in connection with the Knoxville Raceway Rules. This Policy is, and shall be, binding upon all Knoxville Raceway members in the same manner, and to the same extent, as the Knoxville Raceway Rule.

16.5 Positive Tests. Any tests conducted under the Policy will be considered "positive" under the following circumstances: 1.) If any prohibited substance is detected in the specimen provided by the Participant. 2.) A Participant fails or refuses to take a test pursuant to Section 16.3 or otherwise engages in activity that prevents the collection of a specimen under the Policy. 3.) A Participant attempts to substitute, dilute, mask or alter a specimen, attempts to impair the excretion of a prohibited substance in a specimen, or attempts to tamper with a test in any way (including, but not limited to, catheterization, specimen substitution and/or adulteration). B.) Sanctions Concerning All Prohibited Substances. 1.) Upon being notified by the designated Administrator official (or officials) of a true positive test result for a Knoxville Raceway Participant, the Knoxville Raceway Officials shall inform that Participant of the positive result, and Knoxville Raceway in cases during an Event. and the following sanctions shall apply. First Offense: Participants will be withheld from competition for 90 days from the date of the test and fined \$1000. This suspension term may be reduced to 60 days with the completion of an alcohol or drug education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a retest will count as a second offense). 2.) Second Offense: Participants will be withheld from competition for 180 days from the date of the test and fined \$2500. This suspension term may be reduced to 120 days with the completion of an enhanced alcohol or drug-education program. Reinstatement will be conditional on two negative tests over the final 14-day period of the suspension and payment of the fine (Note: a positive result on a re-test will count as a third offense). 3.) Third Offense: Participants will be withheld from competition for 365 days from the date of the test and fined \$5000. Reinstatement will be conditional on three negative tests over the final 30-day period of the suspension and payment of the fine. The determination of whether a test is "positive" under section VII.A.2 or VII.A.3 shall be made by the Knoxville Raceway in its sole determination. A Participant who violates Section VII.A.2 or VII.A.3 shall be considered to have tested positive for the category of prohibited substance in which he/she was attempting to avoid detection. If, following a suspension (and the enforcement of any other disciplinary action), a Participant desires to resume participation in any way in a Knoxville Raceway event, the Participant must obtain approval from the Knoxville Raceway Appeals Board and/or Knoxville Raceway Supervisory Officials and must voluntarily submit himself or herself to follow up, and regularly scheduled, testing as deemed necessary by the Knoxville Raceway Supervisory Officials and/or Board. Such follow up testing shall be conducted in a manner, and under certain conditions, as determined necessary by the Knoxville Raceway Supervisory Officials and/or Board. The follow up testing as determined by the

Knoxville Raceway Supervisory Officials and/or Board shall also be conducted solely at the expense of the Participant. In the event that a suspended Participant submits to follow up testing and such testing shows no evidence of a prohibited substance, the Knoxville Raceway Supervisory Officials and/or Board may reinstate the Participant, assuming the Participant is otherwise eligible to participate, and assuming that the Participant agrees to make himself or herself available for future random tests without the need for reasonable suspicion. Such random testing shall be conducted as the Knoxville Raceway Supervisory Officials and/or Board sees fit, shall take place at any time and at any Knoxville Raceway event, and shall be conducted at Participant's sole expense. C. Appeals. An appeal of a penalty imposed by any violation, as stated in the Knoxville Raceway Substance Abuse Policy, are dictated by Section 12 of the General Rules and Specifications. Appeals will require a \$500 administrative fee. All other aspects of Section 12 will apply. D.) Therapeutic Use Exemptions. Participants may have illnesses or conditions that require the use of a prohibited substance as treatment. In such a case, a Therapeutic Use Exemption (hereinafter "TUE") may, under strict conditions, provide a Participant with the authorization to take a needed medicine during competition. In no instance will an actively competing Participant be granted a TUE for a substance that would impair their ability to compete or endanger other Participants or spectators. If a TUE is approved that would impair a Participant's ability or endanger other Participants or spectators, that Participant will not be allowed to compete while undergoing such approved treatment. All TUE's will be reviewed by the Knoxville Raceway and in conjunction with a designated Medical Review Officer (hereinafter "MRO"). In order to obtain an approval for a TUE, a Participant must have a well-documented medical condition supported by reliable and relevant medical data. E. Publication. Participants agree that Knoxville Raceway may, as it deems reasonable under the circumstances, publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test to such third parties. Participants also agree that Knoxville Raceway may, in its discretion, publish information regarding disciplinary action taken as a result of any testing or any violation of the Policy. Participants shall have no claim or cause of action of any kind against Knoxville Raceway, the Administrator, or any of its officials, directors, officers, employees or agents with respect to any such publication. VIII. PROHIBITED ACTED UNDER THIS POLICY. If Knoxville Raceway determines that a Participant has engaged in any prohibited act under this Policy or has acted in a manner contrary to the purpose and intent of this Policy, Knoxville Raceway may remove the Participant from the Knoxville Raceway event premises and/or take any other emergency action as is deemed appropriate under the circumstances. In such a circumstance, the Participant will also be subject to disciplinary action as issued in the discretion of the Knoxville Raceway Supervisory Officials and/or Knoxville Raceway Appeals Board. IX. TREATMENT FOR ALCOHOL, DRUGS, OR MEDICATIONS. Knoxville Raceway shall not be involved in recommending or prescribing any particular rehabilitation programs or procedures in response to a violation of this Policy. However, Knoxville Raceway strongly encourages Participants in violation of the Policy to obtain professional and ongoing help and assistance. In determining potential reinstatement and future participation, Knoxville Raceway will take into account a Participant's efforts to obtain professional help, and it will consider the results and successful completion of programs and assistance. X. Knoxville Raceway Rules. This Policy, as it may be amended from time to time, serves as a supplement to the currently effective Knoxville Raceway Rules as promulgated by the Knoxville Raceway

Supervisory Officials and/or Knoxville Raceway Board of Directors. This Policy shall be interpreted and applied by the Knoxville Raceway in the context of and in connection with the Knoxville Raceway Rules. This Policy is, and shall be, binding upon all Knoxville Raceway members in the same manner, and to the same extent, as the Knoxville Raceway Sprint Cars Rules ANY CAR, TEAM AND/OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND/OR EQUIPMENT

16.6 Knoxville Raceway is committed to making racing as safe as possible for its fans, officials and workers along with all competitors. Knoxville Raceway requests the assistance of all of its competitors to effectively eliminate the participation of substance impaired drivers and or crew members. All competitors, officials, track workers and other infield employees agree to be bound by, and to comply with these policies at all times during events at Knoxville Raceway.

16.7 No alcohol may be consumed by a competitor before or during an event. There is to be no consuming of alcohol by any crew member before or during an event. Knoxville Raceway reserves the right to take action it deems necessary to test for alcohol impairment before, during or after an event. Knoxville Raceway reserves the right to determine that a participant is under the influence and/or physically unfit to participate in an event. This action will be taken in the interest of safety and in the best interest of the sport.

16.8 No use, distribution or sale of illegal drugs will be tolerated on the Marion County Fairgrounds. Knoxville Raceway can require a participant to submit to a test or tests for the presence of alcohol, drugs or medications if Knoxville Raceway or any sanctioning body has reasonable suspicion that the participant has violated any part of this policy and is exhibiting impaired or diminished capabilities to perform as a result of using a prohibited substance will be in of violation of this policy. A physical field test may be performed by Knoxville Raceway or if requested, by law enforcement personnel. Any refusal of requested tests will result in the disqualification of the participant from competition.

17.0-Advertising and Release* In consideration of entering into any of the scheduled events, car owners, drivers, pit-people or agents, agree to permit Knoxville Raceway and its' assigned personnel, the use of their names and pictures and picture of the car for advertising and publicity before and after any event, and to relinquish all rights to any photos or sell the same.

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19.0-Points Races: Teams may miss a total of 4 events not including rain outs, in order to remain in the Season points. If the races are cancelled after the teams have arrived in the infield, points will only be awarded if hot laps are completed in all 3

classes. In that case the Pace PRO class will not receive time trial points but will receive show up points.

19.1- As determined by Knoxville Raceway Officials, 100 points may be awarded to any team in good standing that is **physically present, car and driver**, at an event but is unable to compete due to issues that night in hot laps etc.. (see 19.4)

19.2- Teams/Drivers may only compete in one class for points. Owners may field a car in multiple classes and receive owner points as long as it is a different owner/driver combination in each class.

19.3-All season shows will be awarded points, World of Outlaws, All Stars, and the Capitani Classic will be for 200 points plus whatever a team earns over that. Teams may miss up to 4 shows and remain eligible for points.

19.4-Medical and Unforeseen Circumstances Exemptions

Any driver and/ or team that is injured and unable to compete or be present as a result will be granted a medical exemption. Medical exemption points of 100 per event will be given for a period of 3 races. The medical exemption may be extended due to extenuating circumstances.

Any driver and/or team unable to attend an event because of any unforeseen circumstance, as determined by Knoxville Raceway officials may receive 100 points per race. The grace period allotted for this circumstance is 3 races. During the grace period any involved driver and or team participating in an event other than Knoxville Raceway points shows will immediately lose all benefits.

Situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by Knoxville Raceway Officials and these judgments will be final.

Amendments and or updates may be made to these rules at any time, no changes or additions will affect the intent or decisions based upon these rules prior to any amendments.

2019 KNOXVILLE RACEWAY PROCEDURAL RULES

Situations may arise that are not precisely covered in this rule book. All rulings and interpretations of the rules included herein will be made by Knoxville Raceway Officials and these judgments will be final.

Amendments and or updates may be made to these rules at any time; no changes or additions will affect the intent or decisions based upon these rules prior to any amendments.

- 10.0 DRIVERS MEETING:** All drivers and or a team representative must attend the drivers meeting. The drivers meeting time will be promptly at 6:00 p.m.,(5:30 in April) unless announced differently for unforeseen reasons. Any changes in the basic event night program due to car count, weather conditions and/or any other circumstances may be announced at the drivers' meeting.
- 11.0 TIME TRIALS:** 410-Cars get two laps in groups of 2/3 for qualifying. 360's will get 3/6 cars 2 lap qualifying. Pace PRO teams will qualify 6 cars in Hot Laps for 3 laps. If a car does not make a qualifying run within two positions in the draw order, or with their group, they will be allowed one lap at the end of the field. (Last group) But not start the A Main better than outside in that nights A main invert. We will wait 3 minutes after time trials for teams late because of mechanical issues.
- 11.1** Late entries that arrive after time trials have started will go to the rear of the qualifying field with two warm-up laps and only one lap on the clock. Again not starting the A Main better than the first car outside that nights invert.
- 11.2** If for some reason the timing clock malfunctions and you pull in, you will immediately be notified and will have to go right back out with no changes having been made on the car except air adjustment and fuel if needed. **The flagman will not automatically disqualify a lap for a car that seems to be interfered with by another car. Any driver that feels they were interfered with and not given another lap, may inform officials prior to going to the scales and request another lap forfeiting the lap in question.**
- 11.3** Cars failing to get a time trial lap but making repairs in time for heat races will start on the tail of all events they qualify for. **(If non timed cars transfer from the heat races to the A-main they will start in front of the B-main transfer cars.) Cars are only guaranteed one lap to qualify.**
- 11.4** Blank
- 12.0 PACE CAR AND STAGING:** A pace car will be used as a means of grouping the race cars and pacing the field while the yellow flag is out. For the initial start the pace car will leave its position and pace the field until it is assembled.
- 12.1** Drivers running more than one class must have their cars in the next event in the staging area. Drivers competing in other classes for points may not move down into the Pace PRO

class. Drivers may only compete in the 360 and or 410 class on regular shows. Special exemptions may apply.

- 12.2** All feature races will use the four lap rule for being in staging.
- 12.3** Any car failing after the initial push off after reaching the speedway, will be allowed one more push off and realign at the tail of the field. Cars requiring a third push off must go to the pits.
- 12.4** If the yellow flag comes out, the pace car will be brought out to reassemble the field. We will go green as soon as the field is race ready.
- 12.5** After a red flag incident cars will have four laps of the pace car to be ready.
- 12.6** Passing the pace car without an official signaling you to do so will result in a penalty of one row.

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- 14.0** **HEAT RACES:** All cars must be in the staging area by the time their heat pushes off. Legitimate reasons for failing to be in staging will be considered only if officials are notified before the white flag. All cars must push off from staging at the same time.
- 14.1** Cars failing to push off with their heat race will be put back one row. Pit crew members may accompany the car to staging.
- 14.2** Any intentional delaying of the race by hot lapping or other means may result in disqualification and or fine.
- 14.3** There are no guaranteed laps of the pace car for heat races, except for red flag incidents.
- 15.0** **THE START:** A white line will be used for all starts. Any car judged by the officials to have jumped the start will be moved back one row. A second violation will put the car to the rear and a third in the pits.
- 15.1** Any one not cooperating with the penalty may be black flagged for the remainder of the evening. Cars sent to the pits will be scored last, and aligned according to time trials in their next race.
- 15.2** If all the non-failing cars have completed one full lap and have been scored it is considered a completed lap. (first lap) Only the leader must be scored to complete any further laps including the checkered flag. Split yellows will be used for scoring, cars crossing the start finish line before the yellow comes out will be scored on that lap. All cars not having crossed the line will revert to the previous lap scoring.
- 15.3** Drivers must take a green flag to be paid for the event.

- 15.4** Cars must attempt hot laps in order to get show up points and tow money. Rain outs before the time trials with cars in the pits will result in a flat 50.00 dollar tow money pay for all classes.
- 16.0** **YELLOW FLAG:** All cars must come to a controlled speed approximately that of the parade lap as soon as possible.
- 16.1** No passing is allowed under a yellow flag.
- 16.2** Cars are to be in single or double file for lineup correction. Absolutely no racing to the start finish line after the yellow comes out.
- 16.3** Cars directly involved in an incident, that is necessary to bring out the yellow flag, even on the first lap, will be aligned at the back of the pack. Cars involved in the yellow that are running on the lead lap will be realigned ahead of the lapped cars. (see 18.1)
- 16.4** In the event a yellow flag is ruled inadvertent, the lineup will be arranged as to where officials would have scored the field if the yellow had not occurred. Cars bringing out a yellow but crossing the line safely (Checkered Flag) may be scored in their current running position. All cars that have not crossed the line will be scored in their position from the previous lap.
- 16.5** Any car stopping during or under a yellow flag for any reason other than by direction from the Official's will be realigned at the tail of the cars on the lap they were running on. (see 18.1)
- 16.6** Cars executing a 360 spin, causing a yellow and continuing will be blended in at the official's discretion. If another car is directly involved and stops because of the 360 spin, both cars will be sent to the rear.
- 16.7** Cars judged to have intentionally caused a yellow flag may be disqualified.
- 16.8** Cars losing a part and still moving, resulting in a yellow, will maintain their running position unless brought to the pits for repairs.
- 16.9** If you cause two unassisted yellows in one event without contact or other cause, flat tires etc., you will be sent to the pits.
- 17.0** **COURTESY TIME:** *Designated work area time is 1 minute. Work area is always open however 1 minute will not be given until after the green flag has been shown.. Work area courtesy time are limited to one during preliminary events. No changing of any tire or wheel that isn't flat or damaged. No adding fuel in the work area. Any cars going to the work area and reentering 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 reenter the race but will be positioned behind any same lap car that took the aforementioned restart green flag. If a*

car remains in the work area it can re-enter during any ensuing race stoppage, lining up behind any cars that are on the same lap as said car that is re-entering as long as they are not more than one lap down.

One minute will be given to cars after arriving in the work area when allowed for flat tires only.

17.1 There will be no courtesy time allowed in the last 1/2 of an event. (Half way of 25 is 13 laps completed etc.) There is no courtesy time until after the green flag was shown.

17.2 Courtesy time is for cars involved in the incident that brought out the yellow flag. If you come to the work area and were not involved you are not guaranteed an additional minute.

17.3 We will do everything we can to get cars back into the race but not at the expense of the cars on the track.

18.0 **SINGLE FILE REALIGNMENTS:** After a red or yellow flag has come out, you will be realigned according to the last fully scored lap.

18.1 Lapped cars will be aligned at the rear of the lead lap cars.

18.2 At the officials discretion a car going to the rear may be realigned ahead of a super slow competitor. If, in the opinion of the officials, a car not competing at a safe minimum speed may be flagged from competition. All cars must remain in single file.

18.3 After a yellow or red flag the race will be restarted by the leader as he reaches the cone everyone must drive above the cone.

18.4 Any competitor who strikes the cone or passes below or before the cone will be moved back 1 row and then realigned at the rear a second time. A third violation will put that car in the pits.

18.5 No cars may reenter the event after the pace car has pulled off (unless held by officials for tail of the field, etc.).

18.6 We will use a green / white / checkered restart in all restarts unless we have exceeded the 25 minute run time then it will be one attempt at green, white checkered, and then white/checkered. (20 minutes for Pace PRO Class A Main)

19.0 **RED FLAGS:** Cars spinning and causing an incident which brought out the red flag will be realigned at the back of the field behind the cars on the lap they were running on.

19.1 Absolutely no working on the cars on the track

19.2 Cars involved in a red but continue on. After stopping on the track, may continue to the work area where, if they wait for the pits to be opened before starting repairs may get their running spot back. If they choose to begin work early they will go to the rear of the cars on their lap. If the red is closed then they have no choice but to go to the work

area and proceed with repairs and go to the rear of the field according to the lap they were on. These cars must stop and not continue on to the turn four entrance to the work area no matter what their situation.

- 19.3** Fuel may be added only during long reds. Doing otherwise will result in disqualification.
- 19.4** Short Red/ Long Red procedures: Under short red situations there will be no working on the race cars, as is the case with every red flag, bring your car to a stop without passing the scene of the accident.
- 19.5** Passing the scene of the red flag incident will result in a two position penalty or disqualification, at the Race Directors discretion. The cars will be picked up by push trucks and be prepared for a restart.
- 19.6** If the red flag incident is deemed a **long red**, the cars will be taken to the infield work area by the push trucks and crews will be allowed out to the cars after all cars have come to a stop in the designated work area. Cars involved in the red flag incident will be pushed or towed directly to the work area and repair the car to be realigned at the rear of the field if race ready. **Any other car going to the work area (unapproved) during a short red situation will be aligned to the rear of the field.**
- 19.7** If you take the car to the pits it is considered scratched.
- 19.8** After a green flag has been displayed, changing any tires (all four corners) during red or yellow flag will result in being realigned at the rear.
- 19.9** Cars may reenter the race if after a restart the yellow or red flag was displayed. Cars may not reenter the speedway more than one lap down.
- 19.10** In the event that an accident occurs on the final lap and the leader has taken the checkered flag the race will be considered completed. Those that have crossed the finish line at the time of the incident will be scored in their correct positions. All other cars will be scored according to their positions in their last completed lap. Split yellow rule. Officials may complete an event, at any completed lap count, at their discretion, if a condition or circumstances create a reasonable inability to continue. The race will be considered complete unless announced otherwise. All reasonable attempts will be made to get to half-way .
- 19.11** When the cars in the feature are inverted and one or more cars cannot run the remainder of the cars move straight up on the restart.

20.0- Intentionally Left Blank

- 21.0 DRIVER CHANGES:** Any driver change after qualifying must go to the rear of all events. No points will be awarded for drivers changing cars after time trials. Owners will receive points.

- 22.0 ALTERNATES:** Alternates will be taken for events when possible and it doesn't conflict with another rule.
- 22.1** No alternates will be taken after the green has come out, even though there may be an incident on the first lap that brought out the yellow or red flag. Alternates do not receive points. Alternates race for money only.
- 23.0 FUEL STOPS:** Fuel and air only in the work area. Two minute time limit. Two team members to a car. (3 in special cases) Thirty Five (30) minutes from the time the first car is pushed off are the criteria for a fuel stop. (410 and 360)
- 24.0 EQUIPMENT AND SAFETY CHECKS DURING A RACE:** If the yellow flag is brought out for safety checks on a car, you will get your running position back if the car is considered safe and no tools are necessary to remedy the situation. Seatbelts are included.
- 24.1** Use of any tools to repair the unsafe situation will put the car at the rear of the lineup. The two lap rule will be in effect for these situations.
- 24.2** Cars may not be allowed to race with any broken steering components, Jacobs's ladders (both straps) or sway bars, shocks broken at the top, or flat tires other than the left front. If the left front flat begins to come off the wheel (one bead off) the car will be black flagged.
- 24.3** Cars must be able to pass any test for brakes or any other safety measure before being allowed back onto the speedway.
- 24.5** Absolutely no on board radios other than radios approved by the race track.
Approved in car radios are mandatory.

Cars must take a green to get paid for any event. Cars must attempt to hot lap for show up points and tow money.

Cars transferring from the B to the A but not able to continue will be scored as the first alternate not taken for the A.

Last amended on : 12/27/19, 6/6/2020, 7/05/2020

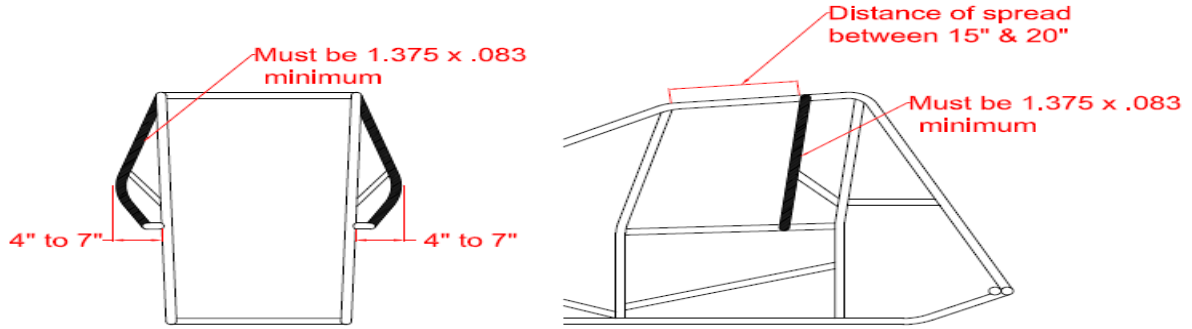
Images added pages 47-48

Weight rule change in Pace Pro series

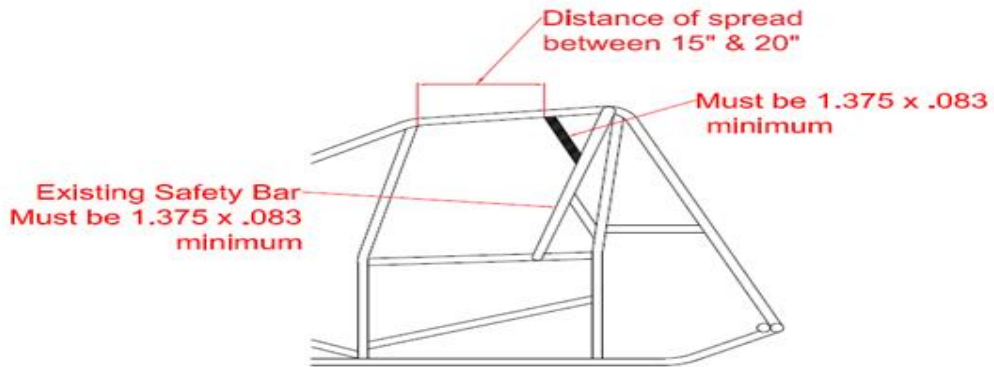
Weight rule penalty clarified

25.0

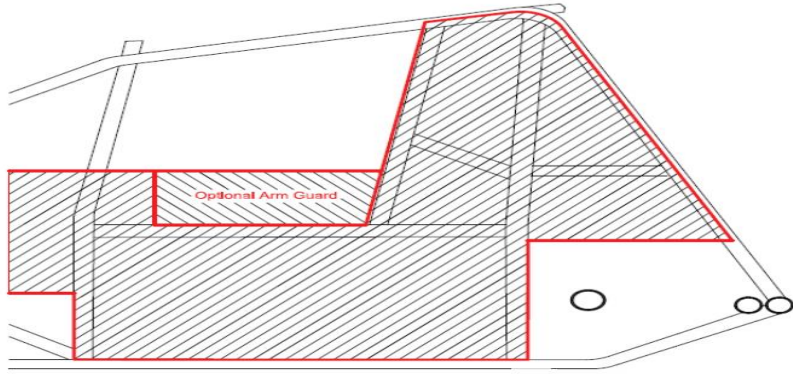
#1 Support Bar



#2 Support Bar



#3- Left Side Optional Panel



#4- Panels & Chassis

