

Anderson Speedway Outlaw Figure Rules & Regulations

(Same car construction rules as Indianapolis Speedrome)

DRIVER REQUIREMENTS

A. Drivers are required to wear a clearly labeled helmet that meets or exceeds the 2010

SA Snell or SFI 31.2 HELMET MUST BE WORN AT ALL TIMES while a race is going on. This includes while parked in the infield.

B. Drivers are required to wear a professionally made fire-resistant racecar uniform and gloves.

C. Drivers are required to use an approved neck collar or Hans-style safety device when in competition.

D. Drivers are required to use a RACEceiver and earpiece/headphones. This is a 1-way communication method from the track to the driver for providing important information.

Anderson Speedway Channel: 464.5500

MEASURABLES

A. Weight – 2,450 pounds minimum with driver before going on track.

B. Wheelbase – 100” minimum measured from center of hub to center of hub.

C. Wheels – 10” maximum width measured from bead to bead. Any offset is allowed.

D. Sideboard Wings – 62” maximum height (including wicker bills) measured from the ground, must be made of clear material. No part can be forward of the driver compartment opening. No logos or graphics can solidly fill the sideboard wings.

E. Rear Spoiler – 43” maximum height (including wicker bills) measured from the ground, must be made of clear material. No logos or graphics can solidly fill the spoiler.

F. Front Bumper – 64” maximum width measured from end to end with rounded edges. An upper hoop with center upright's is required.

G. Rear Bumper – Maximum width is not to exceed the outside of the tires with rounded edges. A lower hoop with center upright's is required.

H. Engine Location – 8” maximum set back measured from the ball joint to the front spark plug. A 10” minimum height ground clearance is required measured off the crank.

CHASSIS GUIDELINES

A. Overall – The entire chassis is to be fully fabricated of structural steel tubing. Cars previously built with a factory/streetcar front clip are still eligible.

B. Cage – The main cage must begin with a 4-point roll cage. All parts of the cage are to be built of a minimum of 1 1/2” round steel tubing. Key stress points must have steel gussets for reinforcement.

a. Driver’s Side Door Bars – There must be 4 equally spaced horizontally mounted door bars curved outward as far left as possible with at least 3 equally spaced vertical bars between each (including down to the frame). They all must be covered by a 1/8” thick steel plate to protect from piercing from the outside

b. Passenger Side Door Bars – There must be at least 3 equally spaced horizontally mounted door bars straight or curved outward with at least 3 equally spaced vertical bars between each. An 1/8” thick steel plate is recommended.

c. Foot Box Area – Multiple curved outward horizontal bars must be added with multiple vertical bars between each to protect the driver's legs/feet. All must be covered by an 1/8” steel plate to protect from piercing from the outside.

C. Additional Bars Needed Include:

a. A diagonal bar that goes from top to the bottom of the rear vertical hoop behind the driver.

b. A bar connecting the left and right of the vertical hoop at seat height and welded to the diagonal bar.

c. A bar connecting the legs of the rear hoop at their base, or it is recommended that an X connects the left and right frame rails at the points the front legs and rear hoop are connected.

d. A bar installed across the dash area connecting the left roll cage leg to the right roll cage leg.

e. A minimum of 3 vertical windshield area bars made by solid steel rods of at least 1/2" diameter must be welded to the roll cage in front of the driver area. These bars

may be no more than 5" apart. A plexiglass windshield on these bars is recommended.

f. Any additional support bars for safety are welcome and encouraged.

DRIVETRAIN NOTES

A. The engine, transmission, and rearend choices are that of the race team as well as items connected to or in relation to those choices other than that are detailed within these rules.

B. The radiator can contain no antifreeze. A securely mounted water overflow tank is required. The cooling fan must be shrouded at the top to prevent injury.

C. Carburetor throttle linkage must have two fail-safe return springs on the throttle shaft that provides enough pressure to return the throttle to a closed position in case of linkage failure. The throttle linkage must be constructed from rod (no cable). A throttle "comeback" enabler is mandatory.

D. The oil filters/systems/coolers may be moved but must remain inside the frame rails.

E. NO traction control devices and/or systems.

F. The driveshaft must be one piece open of at least 3" in diameter painted white. It is to be encircled by a minimum of two 360-degree steel hoops (min. 1 1/2" wide by 1/4" thick) for driver safety.

G. Fuel must be pump or racing gasoline, no alcohol or methanol.

H. A racing fuel cell must be used (maximum 22-gallons). It must be enclosed in a steel can and inside of a cage built of 1 1/2" tubing with a 1/8" steel plate or 1/4" aluminum plate covering the rear side to prevent punctures.

I. The battery must be securely mounted either in front of the rear axle between the frame rails and behind the driver compartment or if in the driver's compartment to be completely enclosed in a covered box.

DRIVER AREA

A. The driver's seat must be a racing type seat installed in a secure and safe manner.

B. A minimum of a 5-point seatbelt harness system must be used. All belts must be new or no more than 4 years old with the manufacturer's date being visible. The belts must be a

minimum of 3" wide (the crotch strap can be a 2" wide minimum). All belts must connect to a quick release buckle. No frayed belts allowed.

C. The driver compartment shall be complete keeping the driver from being exposed to fire or debris from the engine and rear end areas.

D. No items shall interfere with a driver's ability to exit the car via the driver or "passenger" side of the car or to be extricated from either side by safety personnel.

E. Mirrors are approved for use.

BODY

A. The overall body design is open to creativity without prohibiting the operation of the car mechanically and safely. This includes the sightlines for the driver and the sightlines of the other competitors. The body must be mounted smoothly with no protrusions on the exterior surface and securely fastened to prevent loosening or loss on the racetrack.

B. A roof is optional. Roofs (if used) are returning to being for appearance purposes and not for aerodynamics. The roof is to be of streetcar appearing type and mounted centered above the roll cage/driver area. No skateboard ramp or ping-pong table roofs. No roof wings or added aerodynamic "devices" on the roof.

C. A hood covering the entire engine compartment and cowl area is always required to prevent fire and fluids from reaching the driver. Any openings cut out for the air cleaner/breathers must remain shaped close to those objects.

D. Rubrails must be mounted as close to the body as possible with both ends curved inward to the frame rails. Any upper hoop shall not lean outward. No sharp edges.

TIRES

The spec tire for the Summer Solstice Showdown at Anderson Speedway is the American Racer AR955. This is the same tire used at the Indianapolis Speedrome.

A. Impound and tire use.

- Anderson Speedway will have new American Racer AR955 available for purchase.
- New tires will be mounted and stay impounded until Saturday after the first practice. After the first practice teams tires will be released.

- Tires can be purchased, mounted, and placed in the impound area on Friday during practice & Saturday when the pit gates open.
- The four tires that teams qualify on, will be the same four tire teams start the feature on.
- Used tire are allowed for the event but must be an American Racer AR995.

B. Soaking, treating or chemically altering new or used tires in any way is NOT allowed. Tires samples will be taken at the conclusion of the event.

Schedule

Friday, June 20 – Open Practice

Pit Gates Open – 3:30pm

Practice – 4:30pm – 7:30pm

Open Practice Pit Pass - \$20

Saturday, June 21 – Community Hospital Anderson Summer Solstice Showdown

Pit Gates Open – 1:00pm

Practice – 3:30pm

Kenyon Midgets Practice 1 – 10 Laps

Baby Grands Practice 1 – 10 Laps

Knapp Supply Ford Division Figure 8's Practice 1 – 10 Laps

Outlaw Figure 8's Practice 1 – 10 Laps

Kenyon Midgets Practice 2 – 8 Laps

Baby Grands Practice 2 – 8 Laps

Knapp Supply Ford Division Figure 8's Practice 2 – 8 Laps

Outlaw Figure 8's Practice 2 – 8 Laps

Qualifications – 5:30pm

Kenyon Midgets

Baby Grands

Knapp Supply Ford Division Figure 8's

Outlaw Figure 8's (Single Car, 2 laps)

Invocation & National Anthem – 7:20pm

Features – 7:30pm

Kenyon Midgets (75 Laps)

Baby Grands (30 Laps)

Knapp Supply Ford Division Figure 8's (25 laps)

Outlaw Figure 8's (50 Laps)

Raceday Pit Pass - \$35

Payout

1	\$3,000	13	\$400
2	\$1,500	14	\$400
3	\$1,000	15	\$400
4	\$900	16	\$400
5	\$800	17	\$400
6	\$700	18	\$400
7	\$600	19	\$400
8	\$500	20	\$400
9	\$475	21	\$400
10	\$450	22	\$400
11	\$425	23	\$400
12	\$400	24	\$400