



2007 Rule Book

On occasions situations may arise that are not precisely covered in this rulebook. All rulings and interpretations of the rules included herein will be made exclusively by World of Outlaws. Such rulings and interpretations shall be deemed final.

Copyright 2007 World of Outlaws, Inc.

World of Outlaws 7575-D West Wind Blvd.
Concord, N.C. 28027

Tel 704 795 7223

www.sprinrules@worldofoutlaws.com

\$8.00

TABLE OF CONTENTS

TABLE OF CONTENTS	2
1. CAR SPECIFICATIONS.....	4
1.1 Wings.....	4
1.2 Motor	6
1.3 Mufflers	7
1.4 Body and Aero.....	8
1.5 Weight.....	9
1.6 Tires.....	10
1.7 Wheels	11
1.8 Chassis	11
1.9 Traction Control Devices	13
1.10 Fuel	13
1.11 Other	13
2. SAFETY EQUIPMENT.....	15
2.1 Seat Belts	15
2.2 Other	15
3. MEMBERSHIP	16
3.1 Eligibility	16
3.2 Series Championship Prize.....	16
3.3 Conduct.....	16
3.4 Medical Exemption.....	17
4. RACING EVENT PROCEDURES.....	17
4.1 Driver's Meeting	17
4.2 Legality	17
4.3 Restrictions.....	18
4.4 Pill Draw	18
4.5 Qualifying	19
4.6 Starts	19
4.7 Restarts	20
4.8 Racing.....	21
5. SCORING PROCEDURES	22
6. PAYOFF AND PIT PROCEDURES	23
7. PROVISIONAL and Alternates.....	23
8. PROTEST AND LEGALITY PROCEDURES	24
9. FINE SCHEDULE	25
10. APPEALS	26
11. FLAG RULES	28
12. RACING PROGRAMS SPECIAL EVENT SHOWS.....	29
13. POINTS BREAKDOWN.....	29
14. DRAWINGS.....	30

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. **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.**

Any visible equipment changes or performance enhancing changes to previously approved WoO sprint car equipment should be approved in writing by World of Outlaws. World of Outlaws reserves the right to immediately determine the legality and use of any equipment that has not received such prior written approval.

1. CAR SPECIFICATIONS

ANY CAR, TEAM OR DRIVER THAT DOES NOT MEET THESE SPECIFICATIONS AND EQUIPMENT REQUIREMENTS WILL BE SUBJECT TO AUTOMATIC DISQUALIFICATION AND/OR PENALTY.

CARS THAT DO NOT PASS TECHNICAL INSPECTION WILL NOT BE PERMITTED TO COMPETE.

1.1 Wings

1.1.1 Top Wing (See drawing 1.1.1)

- 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° angles with a one (1) degree variance allowed.
- b) Center Foil shall be fully sheathed in aluminum. Vent holes are strictly prohibited.
- c) No wicker bills or Gurney lips permitted on Center Foil.
- d) Other than the slider mechanism, no moving parts permitted on or in foil structure.
- e) 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 ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)
- f) The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ 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.
- g) Two stationary foils or rudders will be permitted 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.

1.1.2 Front Wing (See drawing 1.1.2)

- 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 four corners set at 90° angles.
- b) Center Foil shall be fully sheathed in aluminum. No vent holes permitted.
- c) No wicker bills or Gurney lips permitted on Center Foil.
- 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 permitted.
- 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 permitted on or in foil structure.
- j) The 5" section located at the rear of the front foil must not have a belly/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. Front foil thickness cannot exceed 3.6 inches.
- l) No rudders or fins on Front Wings.

1.1.3 Side Board Panels

- a) 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 elliptical brace material permitted.
- c) No brace or support shall resemble a wicker bill or a split wing.
- d) Side boards must be mounted square to the center foil and parallel to each other.

FRONT

- e) Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge.
- f) Side boards may have front, back, top and bottom turnouts of no more than 1/2 inch.

TOP

- g) Top side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no more than an 8° variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.
- h) Panels must be of one-piece construction.
- i) 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 1¼ inches on the top or bottom.

1.2 Motor

- a) V8, cam in block, small block motors only. Big block motors are strictly prohibited.
- b) Maximum engine capacity of 410.000 cubic inches. No tolerance will be permitted on this maximum capacity. Formula = $6.2832 \times \text{bore}^2 \times \text{stroke}$.
- c) Front magneto/distributor drive blocks are strictly prohibited. Only cast blocks and heads are permitted. No billet machined blocks or heads.
- d) Only normally aspirated motors are permitted. No turbos, superchargers or forced induction of any description will be permitted.
- e) All engine cylinders must be machined from iron/steel alloy only. Only two valves and one spark plug permitted per cylinder.

- f) No titanium headers, crankshafts, rods or rod caps will be permitted.
- g) Engine connecting rods must be 100% steel. There must be an inspection plug in the oil pan. Either a #12AN fitting or a 1 inch pipe plug. If a car is to be inspected and there is no inspection plug in the oil pan it will be required to pull oil pan for inspection.
- h) No offset motors will be permitted. The engine must be directly in front of driver. Driver must straddle the driveline.
- i) A minimum of two throttle return springs must be used to close the throttle.
- j) Maximum throttle bore as measured at the butterfly may not exceed 3.000 inches diameter. Only butterfly and shaft throttle body styles with circular bores are permitted. Slide plate, rotary cylinder or other styles permitted only with prior written approval from World of Outlaws.

1.3 Mufflers

- a) Unless otherwise notified, only two mufflers will be permitted at WoO events: the 11 inch Schoenfeld (part #112535) and the 14 inch Flowmaster (part #53545-10). These two mufflers must remain stock and cannot be altered.
- b) All West Coast tracks will continue to enforce their Decibel rules, which preempt any particular muffler.
- c) Titanium and carbon fiber mufflers are strictly prohibited.
- d) Mufflers may not be attached with sheet metal screws or pop rivets.
- e) No switching of mufflers after car has been through technical inspection. Mufflers used in qualifying must remain in use for the entire racing program (exceptions will be made due to crash or other physical damage only, in which case the car must be re-teched).
- f) Mufflers and headers must remain attached. All muffler and header components must remain intact and operating. Failure to comply with this provision will result in automatic disqualification. However, if a muffler or header is damaged or altered due to track debris, a crash or physical defect, and no muffler components are lost; WoO officials shall assess the circumstances, the amount of impairment, and shall impose a fine relative to the situation.
- g) If it is determined that any team member has altered a header or muffler in an effort to use this rule to gain an advantage, that team will be automatically disqualified.
- h) All muffler rules and DBA constraints are subject to state and local regulations and monitoring. WoO Officials will enforce rulings by these agencies.

- i) When qualifying, a car determined to be exceeding the Decibel limits will get only one lap at the end of qualifying. The best time trial position this car can achieve is 17th.
- j) Remaining louder than the Decibel limit on the second attempt results in automatic disqualification.

Some West Coast Speedways have a muffler rule of 95 Decibels at 100 feet. This rule will be strictly enforced by local governmental agencies. This rule preempts having to use any particular muffler as long as the DBA requirement is met.

1.4 Body and Aero

- a) Only Sprint look/look-alike bodies, tails and hoods will be permitted.
- b) No side foils, rudders or panels are to extend beyond rear cage support bars on any side.
- c) No body pieces to extend beyond or underneath front torsion tube, with the exception of the hood.
- d) Sunshields cannot restrict driver vision.
- e) No wedges or foils underneath race car.
- f) No pieces may be added to the basic frame so as to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool and/or protect the motor and braking system.
- g) No mirrors of any kind may be used.
- h) All cars should have a minimum 18 inch tall number on the outside of both top wing panels and a minimum 18 inch tall number on the top wing center foil. Any letter utilized as part of the car number should be a minimum of 12 inches tall. One of any entries with duplicate car numbers at an event will be required to add a letter.
- i) All cars will be required to run a full sprint appearing hood. Hood must extend to the front torsion tubes or a similar location on coil-over cars. While the hood may be a multiple piece design, it must appear to be one continuous piece.
- j) The driver's right side opening must be a minimum 10 inch vertical opening at any point and a minimum 21 inch horizontal opening at any point. See drawing 1.4.j.
- k) Body panels or sheet metal/fiberglass may not extend rearwards beyond the triangle created by the rear rails from the torsion bar tubes to the roll cage uprights. See drawing 1.4.k.

- l) The Maxim “Big Max” and similar frames may not be fully paneled to the rear rails.
- m) No Gurney lips or turnouts are permitted on any body panels.

1.5 Weight

- a) All racecars must weigh a minimum of 1,375 track scale pounds as measured on the official WoO scales with the fully suited driver in the car.
- b) Bolt on weight is permitted but must be securely installed on the cars’ basic framework and must be located in the area between the bottom frame rails and axles but mounted no higher than the upper rails.
- c) All added weight must be painted white and bear the car number in 1½ inch tall Sharpie numbers.
- d) The official WoO scales will be open prior to hot laps for anyone seeking to be weighed.
- e) All cars will be weighed during qualifying.
- f) If a car is found to be light after qualifying then that car will be permitted to make changes, take one lap at the end but can qualify no better than 17th provided it satisfies the required weight minimum.
- g) If a car weighs light after their Heat they go to the B Main and keep their times.
- h) Any car weighing light after the Dashes will be scored in last position.
- i) Any car weighing light after the A Main will be scored and paid for last place.
- j) The fee for protesting weight is \$750 cash, and must be paid before or during a segment of racing. Protests will not be permitted immediately following weighing by WoO Officials.
- k) When instructed to do so by WoO, cars must proceed immediately to the scale work area.
- l) No crewmembers or other race team personnel are permitted to approach their car until it is weighed and released by WoO Officials.
- m) The driver must remain seated and inside the frame rails until weighing is completed. Violation will result in disqualification from the racing event for which the car is being weighed.

1.6 Tires

Rear tire dimensions must comply with the WoO tire drawings. Both rear tires must freely fit the WoO width gauges at both pre and post race tech.

Please note that WoO will be instituting a new tire rule to take effect in April or May of 2007.

- a) The only reason any right rear tire can be changed before or during any race prior to any Main or 2nd day Dash is to replace a punctured, damaged, sliced or out of round right rear tire.
- b) A WoO official must be present when a WoO marked damaged right rear tire is replaced or a new right rear tire is fitted at any time other than before any Main or before the 2nd day Dash in a multi-day event.
- c) During single-day events and the qualifying nights of multi-day events the same WoO marked right rear right rear tire used in qualifying must be used throughout the Heat and Dash races. This rule remains the same for multi-day events except that all cars qualified for the 2nd day Dash can change right rear tires before that Dash.
- d) Damaged right rear wheels can be replaced without penalty but must utilize the same WoO marked right rear tire. If the tire is flat or damaged then rules governing the changing of tires must be adhered to.
- e) Front tires and wheels and the left rear tire and wheel may be changed at will between events.

Fitting New Tires (Items f-j)

- f) A new right rear tire may be fitted before the start of the 2nd day Dash if a 2-day format is being utilized and before any Main.
- g) If a new right rear right rear tire is fitted between Qualifying and a Heat then that car loses its qualifying time and position and must race the rest of the program as such.
- h) If a car loses a right rear tire on its first qualifying lap, a new right rear tire can be fitted, but said car will be restricted to one lap at the end of qualifying and can qualify no better than 17th.
- i) Fitting a new right rear right rear tire prior to events leading up to the Main purely to gain advantage, will be grounds for disqualification.
- j) During any Main, any flat or damaged tire may be changed, under yellow in the designated work area. That car will tag the rear of the field when the race resumes.

During any main, tire changes will only be allowed for damaged tires, flat tires or damaged wheels. This means all 4 corners.

Replacing WoO Marked Punctured, Damaged, Sliced or Out of Round Tires With Similar Used Tires. (Items k-o)

- k) Non-repairable punctured, sliced, or out of round WoO marked right rear tires may be changed to a used right rear tire of the same size and compound (with no tits or nubs) and remarked by WoO. The damaged right rear tire will be confiscated. Should a suitable tire as specified above, not be available, a harder compound may be used with the permission of the WoO Competition Director.
- l) If a right rear tire change occurs between qualifying and a Heat race, that car will be permitted to race and will hold its qualifying time. However, if eligible for the Dash, the car will start last in its Dash.
- m) Any car suffering a non-repairable right rear flat during its Heat race will be permitted to make a suitable right rear used tire change under yellow, in the designated work area. That car will tag the rear of the field when the race resumes. However, if eligible for the Dash, the car will start last in its Dash.
- n) If a right rear tire change occurs between the Heat and Dash, that car cannot race the Dash and will be scored as finishing last in the Dash or Dashes.
- o) Any car suffering a non-repairable right rear flat during the Dash will not be permitted to make a right rear tire change and resume the race.

1.7 Wheels

- a) Right rear wheel maximum width 18 inches, left rear maximum 15 inches.
- b) Maximum wheel diameter 15 inches.
- c) No plastic or carbon fiber wheels are permitted.

1.8 Chassis

- a) It is recommended that all chassis built in 2005 or later have a manufacturer's unique serial number plate prominently attached by welding on the left side front roll cage upright. See drawing 1.8.a,q
- b) No roadster type chassis permitted.
- c) Chassis must be provided with a minimum of 6 mounting points to securely mount the seat.

- d) Drag links must utilize 4130 steel of at least one inch in diameter and a minimum wall thickness of .058 inch. Tie rods and Heim joints must be made of steel only. A magnet must stick at all times. No swedging of the tubing will be permitted. Drag links must be tethered to the frame with nylon webbing of at least 1 inch width.
- e) Hollow or drilled bolts, fasteners or Heim joints are prohibited.
- f) Front Axles must be made from steel only. Minimum sizes, 2" x .156", 2 1/4" x .120" and 2 3/8" or greater x .095".
- g) No titanium front axles, nerf bars or rear bumpers will be permitted. Only nerf bars and rear bumpers made of steel or stainless steel, and at least 1 inch in diameter, minimum thickness .065 inch will be permitted.
- h) The front bumper may not extend more than 8 inches from the frame or 23½ inches from center of front axle to front of front bumper.
- i) The maximum width that is permitted for the opening at the top of the roll cage is 27 inches. No bracing that would prevent the driver's ability to exit through the opening or inhibit safety/rescue crew's ability to extract the driver will be permitted in the center of the top cage.
- j) No elliptical (oval) tubing can be used on or as part of the main frame structure.
- k) Floor pans must be constructed of steel or aluminum.
- l) Minimum wheelbase of 83 inches, maximum wheelbase 90 inches.
- m) No front anti-roll torsion bar assembly (sway bar) permitted.
- n) All cars must utilize either a driveline strap or a drive line hoop restraint constructed of .065 inch steel either welded or bolted to the chassis. Metal hoop restraints must react positive to magnet testing. The rear cross member used for mounting the steel driveline hoop must be constructed of .083 inch steel.
- o) Nerf bars must not protrude beyond the tires.
- p) Wings, bumpers and nerf bars must be fastened with bolts/nuts, hitch pins or roll pins only.

- q) The following measurements are minimums. Only those areas indicated will be subject to technical inspections. Suggested material: 4130 normalized. See drawing 1.8.a, r.

TOP RAILS 1½" x .095"

BOTTOM RAILS 1⅜" x .095" or 1½" x .083"

ROLL CAGE UPRIGHTS 1⅜" x .083"

ROLL CAGE TOP CROSS MEMBERS 1½" x .095"

UPPER RAILS 1⅜" x .083"

REAR END SAFETY BAR (This is mandatory) 1" x .083"

BRACE 1¼" x .065"

1.9 Traction Control Devices

- a) Traction control devices are strictly prohibited.
- b) Any team caught, pre-race or post-race, using a traction control device shall be disqualified from that night's racing and shall also be penalized an additional 500 points and any additional fine or penalty deemed appropriate by World of Outlaws.
- c) WoO will randomly impound various components, including but not limited to ignition boxes and tachometers, for further inspection.

1.10 Fuel

- a) No fuel additives, including, but not limited to, nitro, nitro methane or nitrous oxide injection are permitted. Only pure methanol or other approved fuels may be used. Fuel samples will be taken to ensure compliance.
- b) Cars are to race the entire program using the same fuel tank that was utilized in qualifying. Exceptions will be made if a tank is damaged due to contamination, a crash or otherwise physically damaged. The replacement tank must have the same or larger fuel capacity.
- c) FT3 fuel cells are recommended. A fuel cell with bladder and foam must be used. These cannot be altered or modified and must be one piece construction of cross-link polyethylene plastic.

1.11 Other

- a) Racing components in aluminum and magnesium have a limited life for safety purposes. It is advised that such parts are not repaired or used beyond their recommended safe life usage. Parts to be cautious of include, but are not limited to: wheel centers, live rear axles and top wings.

- b) No computer operated or controlled parts, such as fuel injections, fuel systems, chassis adjusting systems, etc. are permitted.
- c) The use of electronic logic processors (this includes traction control devices) to control any function of the race car, and/or any system for continuous gathering of data from any function of the race car for which the intended use is computer downloading, is strictly prohibited.
- d) Racecars cannot be equipped with two-way radios or any other means of electronic communications except that communication equipment provided by WoO.
- e) All cars shall be equipped or be capable of being equipped with AMB Tranx 260 transponders (for lap scoring). Transponders shall be located on the right side behind the front torsion bar tubes on the vertical bracket or other area determined by WoO. The fitted transponder box shall be mounted as close as possible to the ground, but shall not protrude below the frame rail. See drawing 1.11e. The burden is on the competitor to ensure that the transponder has fresh batteries/fully charged, is securely mounted, and is in a suitable position with brackets as outlined above. Competitors may be required to leave their driver's license with WoO when they receive their transponder equipment. Should a team's transponder be lost, damaged, destroyed or not returned, replacement cost will be withheld from that team's purse winnings. It is in everyone's interest that transponders are suitably and securely attached and are in good working condition.
- f) Competitors will be required to receive and use "one way radio communication" from race officials. Radios will be provided by WoO but each team is responsible for their own headset. Headsets will be available for purchase from WoO. This communication will aid safety and ease of line-ups. Should a one-way radio be lost, damaged, destroyed or not returned, replacement cost will be withheld from the offending team's purse winnings.
- g) The World of Outlaws Series Decal and designated Series Sponsor Decals must be prominently displayed on the outside of both top wing side panels in the front, lower corner. (see drawing 1.11 g, i).
- h) Teams wishing to race full time and participate in the point fund and tow money programs must adhere to the following: **Uniforms: Woo "series" logo placement on either right or left front, upper chest area as high as possible. Woo "brand" logo placement on both sleeves/shoulders as high as possible.** (see drawing 1.11 h).
- i) For participation with World of Outlaws contingency and other sponsors, their decals must appear anywhere within the lower 8-inches on the outside of both top wing panels. Contracted WoO drivers must reserve the inside of the top wing side boards. These sponsor spaces may be used as required either on a race by race or permanent basis. (see drawing 1.11 g, i).

Failure to comply with the above mentioned rules e) to i) will result in a loss of Point Fund monies and/or purse monies. A percentage of earnings could be deducted for each occurrence.

2. ADDITIONAL EQUIPMENT

2.1 Seat Belts

- a) Properly mounted professional racing-style 5 point seat belts are required. Seat belts should be mounted to the manufacturer's specifications.
- b) Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications. Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.
- c) The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is encouraged that worn/frayed belts are replaced immediately and undamaged belts are replaced every 24 months. The date sewn into the webbing should be used as a guide. Where the seat belt date is known to be "new old stock", it is acceptable practice to extend the replacement date on that set of belts to 36 months from date of manufacture. Damaged belts will not be permitted.

2.2 Other

- a) High-back Aluminum (stockcar style) seats should be securely mounted to the frame with a minimum of six 5/16 inch bolts or four 3/8 inch bolts and minimum 1 1/8" suitable washers. Sprint car suitable FIA manufacturer approved composite seats are permitted.
- b) Manufactures of seats that restrict the medical emergency personnel's extrication of a potentially injured driver, should have equipment in their product offering that is capable of cutting and prying these seats open. Seat types not offering such equipment should not be used.
- c) No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.
- d) Windshield screens with a minimum of .090 inch screens must be securely fastened.
- e) Head rest (behind the head) should include padding.

- f) A right head net or support is required. Head nets must be equipped with quick release mechanisms.
- g) A marked electrical kill switch in reach of driver.
- h) A marked fuel shut off valve in reach of driver.
- i) All drivers should wear a clean one-piece driver's suit, quilted or with fire retardant underwear, head socks, gloves, foot socks and shoes.
- j) Drivers must wear a full-face helmet to Snell SA95 or newer spec.
- k) It is recommended that teams have in the rear of their transporter an easily accessible fire extinguisher of at least 2.5 gal FFF or equivalent.
- l) Neck collars or similar restraints are suggested.
- m) Arm restraints are suggested.
- n) Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

3. MEMBERSHIP

3.1 Eligibility

- a) All Drivers must have signed a participant waiver form at the tracks pit gate entrance in order to participate in any WoO Sanctioned Sprint Car event.

3.2 Series Championship Prize

- a) WoO will conduct a Series point system and will award Owners and Drivers points based upon their finish in each Series race, as set forth in Section 13 of this Rule Book. At the end of the Series season, WoO shall announce one Owner and one Driver National Series Champion and shall award championship prize money to Driver and Owner based upon their cumulative point total for the Series.

3.3 Conduct

- a) All Members will arrive at Series races in a timely manner so that they may participate in the entirety of the racing event. All Members will conduct themselves in a professional manner at all times, which conduct shall include but not be limited to, not taking or causing to be taken any action that could impugn or otherwise cast dispersion on WoO or the sport of motor racing, or making any disparaging remarks or negative statements, written or verbal, regarding WoO or any of its affiliates, the racing event or the Series.

3.4 Medical Exemption

- a) Should a Platinum or Full time Gold member Driver be injured in a WoO sprint event, and be unable to drive as a result, that Team and Driver will be granted a medical exemption.
- b) The Driver must, at WoO's discretion, produce a Doctors certificate.
- c) The Team has a 6 race or 14 day grace period (which ever occurs first) to field a replacement driver.
- d) The medical exemption shall ensure that: The Team will not lose Owner points, year-end awards or next year provisional's. The Team will also remain at its current membership status.
- e) Should a replacement driver not be found within this 6 race 14 day period (which ever occurs first), the Team could forfeit Owner points, year-end awards, provisional's for the following year and current membership status.
- f) Platinum and full time Gold member Drivers will receive 75 show-up points per feature race missed.
- g) Platinum and full time Gold member Owners will receive 75 show up points per race missed for a maximum of 6 races or the number of races in the 14 day period (which ever occurs first).

4. RACING EVENT PROCEDURES

4.1 Driver's Meeting

- a) All drivers must attend all drivers' meetings. A roll call could be taken to ensure that all drivers are present. Drivers not present could face a fine.
- b) Drivers Meetings will be at 5:30 pm unless event times dictate a different starting time.
- c) The number of race cars starting each event and the number of laps for each event will be announced at the driver's meeting.
- d) WoO officials will notify Teams of any changes in the basic program due to car count, track conditions or any other circumstances.

4.2 Legality

- a) All teams will be subject to checking for engine, fuel and sound legality at any time.

- b) Fuel will be checked at periodic intervals by use of a hydrometer and by chemical analysis through an accredited fuel chemist.
- c) If a fuel sample must be chemically analyzed, all winnings of that particular car will be held in escrow by the World of Outlaws until such time that the analysis is completed and cleared through a World of Outlaws official.
- d) It is at World of Outlaws discretion which race teams will be designated for technical inspections.
- e) During the course of events, Drivers and Crew members are not permitted to consume, take or be under the influence of Alcohol, Drugs, or Prescription Drugs which could impair their ability.

4.3 Restrictions

- a) No driver under 16 years of age may compete, unless he/she has valid partial emancipation for motor sport.
- b) Once the racing program has started the changing of any tire on any corner will be governed by the tire rule specifications as set forth in the Tire Rule section of this rule book.
- c) All work on the race car during the race must be done in the pit area or any area which is designated by the WoO official at the driver's meeting.
- d) All cars receive only 1 push off per event, if a car needs another push off, except for safety reasons, the car will start at the rear of the event.
- e) No Driver or any member of his team may tamper with the racing surface.

4.4 Pill Draw

- a) All entrants will draw for time trial position at the pit gate entrance or other location as advised.
- b) Pill drawing must be done prior to the driver's meeting.
- c) Each entrant will be responsible for a time trial pill draw.
- d) A no-draw car will time trial last or if there are no time trials then it will start last in its heat race.

4.5 Qualifying

- a) If, for any reason, a driver and car match-up in any race is broken, then the car only is considered qualified.
- b) If a car switches drivers, that car must start at the rear of all races that car has qualified for.
- c) If a driver switches cars, the driver will start at the rear of all races that car has qualified for.
- d) After any race's original green flag is dropped, no driver car combination may be broken.
- e) A back-up car may be used at any time between qualifying and the start of the Main. However, any such change will result in the driver starting at the rear of the racing segment that driver has qualified for. If a driver changes cars after hot laps, that driver will remain in his drawn position for qualifying. A Series Official must be notified of any car change and the replacement car must pass tech inspection. Once a car has been withdrawn it will not be permitted to reenter the Event.
- f) Any car without a time trial for any event will start behind those cars with a time trial which have qualified for that event.
- g) Due to extenuating circumstances, at WoO's sole discretion, normal two-lap qualifying can be reduced to one-lap qualifying.
- h) Each car will have a two-car grace period to time in drawn position. If the grace period is missed the late car will take its time trial at the end of the scheduled lineup with only one qualifying lap. The best the late car can qualify is 17th.
- i) The late cars must be in line before the last scheduled car pushes off.
- j) Time trials are officially closed when all cars that are in line have qualified.

4.6 Starts

- a) Any car or driver purposely holding up the proceedings or start of any race will be placed at the rear of the lineup or disqualified at the sole discretion of WoO.
- b) The race will begin immediately when the racing surface is clear and the cars are properly aligned.
- c) Any intentional delays caused by a driver or his crew may result in disqualification, fines and additional penalties.

- d) Once the allotted time allowed for being on the track, ready to race, has expired any late car will be penalized 2 starting positions. Any car pushed after the field has started assembling must start at the rear. Exceptions will be permitted for extenuating circumstances such as lack of sufficient push trucks.
- e) All double-file starts shall be at a consistent medium speed. Starts will commence at a designated area covered at the driver's meeting. Any car racing, out of line or passing before this point will bring out the Yellow and will be penalized 2 positions. Any back row car bringing out a yellow will be allowed to restart but can be penalized 2 positions from the cars finishing position. A subsequent violation will result in disqualification.
- f) All front row cars may be given only one chance to start the race. If the race is not properly started, the responsible car or cars will be moved to the second row. Failure to readily comply with a "move back" signal from the World of Outlaws Officials will result in disqualification.
- g) No alternates for any race will be taken after the event's original green flag has dropped.

4.7 Restarts

- a) All restarts will be single file if one or more official laps have been scored.
- b) A cone or cones shall designate the restart area.
- c) A consistent medium speed shall be maintained until reaching this area.
- d) All cars must pass to the right of the restart cone in single file, nose to tail with no gapping.
- e) If a car passes to the left of the restart cone, knocks the cone down, passes another car before reaching the cone, is not in a proper nose to tail alignment or is guilty of excessive gapping, then that car can be penalized 2 positions.
- f) Committing a second consecutive offense as outlined in (e) above could result in disqualification from that race.
- g) If the leader cannot properly restart the race after one (1) attempt, the leader will be penalized two (2) running positions.
- h) When an infraction occurs on a restart, WoO Officials can exercise their discretionary powers and allow the race to continue, not calling for another restart, and then penalize the offending car(s) under yellow flag conditions or at the

conclusion of that race. The penalty under this provision is to restart at the rear or if the race has concluded to be scored in last place.

- i) Under yellow flag conditions all cars that require another push off will be considered involved in the yellow flag incident and will restart at the rear.
- j) Any car that stops while the yellow flag is displayed, either on the track or in the pit area, will also restart at the rear.
- k) All cars deemed involved in a red flag will restart at the rear.
- l) Any car in the pit area or going to the pit area when the race is red flagged will restart at the rear.
- m) Any car having to stop because of a blocked track will not be considered in the red flag at the discretion of officials.
- n) Any car black flagged for consultation under yellow, by a WoO official retains position if cleared by officials.

4.8 Racing

- a) Any car racing through the infield, or off the intended racing surface, in order to better its racing position, will be yellow flagged and shall restart at the rear of the field.
- b) No cars will be permitted to push off under a green flag. Immediate disqualification will result.
- c) A black flag will be shown to any driver that is losing part of the racecar or whose car is excessively smoking. This black flag decision will be made by a World of Outlaws official.
- d) Ignoring a flag of any color will result in a fine plus any other penalties set forth by the World of Outlaws.
- e) Any car that does a 360 and does not bring out the yellow flag or have an accident will fall in where it gets momentum. If an inadvertent Yellow Flag is displayed the WoO Competition Director will, in his sole discretion, determine the placement of the car doing the 360. Said placement will be where the car blends back into the field.
- f) Two unaided spins that bring out the yellow flag twice could result in the offending car being disqualified from the race at the discretion of a WoO official. A third unaided spin is automatic disqualification from that race.
- g) If a race is red flagged due to weather conditions and cars are sent to the pits, then any and all work, including tire changes, is permitted.

- h) Any car deemed to have purposely stopped on the track to bring out an intentional yellow flag will be disqualified from that event.

- i) If a red flag is thrown for a fuel stop it will be for fuel and air only. Only one (1) crew person will be allowed onto the racing surface with fuel, funnel, fuel stick and air tank. The driver is required to stay in the car. No other work may be performed; this includes removing mud or debris from the car. If a car wishes to go to the designated work area they may do so but will restart on the tail. Once the pace truck is started teams will have a designated period of time to clear the area and be ready to push. Cars violating any of the above provisions will be penalized to the tail of the restart. Any violating car or cars already in the last three (3) restarting positions will be disqualified and scored accordingly. Cars in the designated work area must be ready to push by the time the last car on the track has started.

5. SCORING PROCEDURES

- a) All races must be completed under two consecutive green laps even though a race may run over its prescribed number of laps.
- b) A race is not considered complete until the checkered flag is displayed and will be scored accordingly.
- c) If a yellow or red flag must be thrown after the checkered flag is displayed, the race is officially over. Those cars not crossing the finish line before the red/yellow will be scored in the position they were in on the last green flag lap.
- d) All restart lineups will be derived from the official scorers' lap sheets.
- e) All cars that were scored under green flag conditions will hold that position scored with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the event's total number of laps.
- f) A lap is not scored on a start or restart unless all cars complete the lap by passing through the start-finish line except for the cars involved in an incident.
- g) All drivers must obey signals, communications, and/or the Official's blackboard(s) or be subject to fines and penalties.
- h) If two or more cars complete the same number of laps, they will be scored and paid in the sequence in which they completed those laps.

6. PAYOFF AND PIT PROCEDURES

- a) The maximum number of event laps shown on the Official WoO schedule or the number of laps given at the driver's meeting may change due to extenuating circumstances.
- b) All paid purses; appearance money and other funds as outlined in the promoter's contract will be paid to the car owner or designated owner's representative.
- c) Membership card carrying WoO team members will be admitted into the pits at no more than \$25.
- d) Membership cards must be presented for the discounted pricing. No Cards – No Discount.
- e) Each joining member is responsible for lost or unauthorized use of team membership cards. A \$150 fee will be assessed for each replaced card. Any misuse of World of Outlaws membership cards will result in forfeiture of the card to a World of Outlaws official.
- f) No World of Outlaws corporate sponsor cards may be used by race participants, team members, friends or relatives of participants. Any World of Outlaws membership card used in this nature will be confiscated and may result in appropriate penalties.

7. PROVISIONAL AND ALTERNATES

- a) If a Feature utilizes provisional's, those cars will earn full WoO points.
- b) All 2007 WoO Platinum Member Teams that finished in the 2006 top twenty points will start the season with 2 provisional's. Other 2007 Platinum Members will earn 2 provisional's after the 5th race night of 2007. On July 1, 2007, both groups will have earned an additional 2 provisional's provided they have raced 100% of the schedule to date. The most any team can accumulate for the 2007 season is 4.
- c) Any Team using a provisional shall forfeit the minimum start money paid for the Feature. Any position attained that pays greater than the start money will only be paid as advertised less the start money amount.
- d) All Teams wanting to take a provisional must have attempted to compete in at least one preliminary event leading up to the Feature.
- e) Provisional's tag the rear of the Feature.
- f) Only two WoO provisional positions will be permitted for each Event's Feature.

- g) When two WoO provisional's are utilized for the same Feature, the following will apply. For the first race of the year, provisionals will be taken according to last year's top 20 points finish. Thereafter, current owner point standings will determine the lineup.
- h) At tracks where a weekly sprint car program is raced and pointed, the promoter may install a program identically paid and pointed as the WoO provisionals, for up to 2 local drivers.
- i) In the event that a car qualified for the Feature is unable to take the initial green flag, the first non qualified car will be taken as the alternate for the Feature event. Alternates earn show-up points only. However, Alternates earn the full amount of purse money that their respective finishing position is scheduled to pay. The original qualified car will not receive points for the Feature race. If a qualified car takes the initial green flag and then falls out of the race, no alternate will be taken and that car will receive only last place points for the Feature.

8. PROTEST AND LEGALITY PROCEDURES

- a) All protests must be lodged within five minutes after the finish has been announced.
- b) The protest fee must be paid to the World of Outlaws official at the time of protest.
- c) Official protests can be lodged only by the car owner, driver or designated representative of the car owner.
- d) Any refusal to be checked or non-compliance with a World of Outlaws official will result in disqualification and prescribed penalties.
- e) If the car protested is found legal, the protesting fees will be released to protested team less the filing fee.
- f) If the car protested is illegal, the protesting fees will be returned to the protesting team less the filing fee.
- g) Any altercation relating to the incident with Officials or any other racing participants by the Team filing will nullify the objection.
- h) **PROTESTING FEES** (Figures in Parenthesis Are Filing Fees)
 - Motor tear down involving heads off and cylinders inspected: \$750.00 (\$75). This allows the protester to inspect block only.
 - P & G tests, fuel test including chemical analysis and all other technical protests: \$500 (\$50).

- i) The World of Outlaws officials have the sole right and responsibility to ask for a legality test at any time (sealed motor or otherwise). If through testing procedures a car is found to be illegal, responsibility for proving otherwise rests with the team checked. No money will be exchanged for tests asked for by the World of Outlaws when a formal protest is not lodged.

9. FINE SCHEDULE

- a) All fines are maximum and may be collected from prize money the day of the infraction. If the competitor has not won appropriate money, the fine must be paid in full before the car or driver participates in another World of Outlaws sanctioned event.
- b) Any World of Outlaws Platinum or Gold Member driver or car running a non-sanctioned 410 Winged Sprint Car event within a 48 hour period and a 250 mile radius of a sanctioned event will be deducted 250 points per infraction from the current point standings. Prior WoO written consent will not be unreasonably withheld.
- c) If a World of Outlaws Platinum or Gold Member races a non-sanctioned 410 Winged Sprint Car race within 48-hours of a WoO event, the race must NOT be within 250 miles of the World of Outlaw event. The competitor's name must not be included in any pre media or advertising. 250 point deduction.
- d) Physically abusing any event official including pushing, punching, touching, grabbing official's equipment, etc will be subject to fine, suspension, legal action or any other action deemed appropriate by World of Outlaws. Max \$5000.
- e) Verbally abusing any event official: Max \$500.
- f) Pushing off or stopping in an area not designated so as to cause undue confusion or delay: Max \$500.
- g) Failure to stop for or allow post-race inspection: Max \$500, and/or disqualification or reduction in points.
- h) Any car passing the pace vehicle (unless waived by) or any car going excessively slow causing the pace vehicle to pass the car. Max \$100.
- i) Rough driving and unnecessary bumping as determined by World of Outlaws officials: Max \$5000.
- j) Illegal fuel: Disqualification for the day's racing. No show-up points.
- k) Illegal motor: Disqualification plus maximum of \$5000. No show-up points.
- l) Failure to stop for red flag or drive through crash area: Max \$500.

- m) Any driver or team member going to another pit area or to another car, and physical action results, the person going to the other car will be fined up to \$1000, the second offense will double the fine and the third offense will result in disqualification.
- n) Any physical contact at the racing facility: Max \$1000 first offense, the second offense can double the fine and a third offense may result in disqualification.
- o) Purposely driving race cars through areas closed to race car traffic, or driving through pit area at excessive speeds with either a race car, motorcycle or a four-wheeler: Max \$500.
- p) Team members going out on the racing surface when yellow flag conditions exist: Max \$500.
- q) Ignoring a flag of any color: Max \$500.
- r) All fines listed are for first offense only unless otherwise stated. More than one infraction will be harshly dealt with on an individual basis.
- s) This is a professional organization, and all participants are expected to conduct themselves accordingly. Team Owners are responsible for the conduct of all persons connected with the team.

10. APPEALS

- a) World of Outlaws (WoO) will appoint an Appellate Board to hear appeals that have been received by a WoO member, in the manner detailed below and that meets the standards of the board. The panel will deliver a final and independent decision
- b) Only WoO licensed members in the current year have the right to appeal
- c) Appeals may be filed for events during WoO sanctioned division events only.
- d) All appeals must be in writing and shall be filed at and received by WoO c/o WoO Appeal Board Chairman, 7575-D West Winds Blvd. Concord, NC 75027 no later than 10 days following the incident or ruling in dispute. The appeal shall be sent by certified mail or another form of confirmed delivery (i.e., Federal Express). In the event that the incident or ruling in dispute occurs within the last 30 days of the race season, the appeal must be received by WoO no later than 10 days following the incident or ruling.
- e) In order to appeal, the appellant must have standing to appeal. Standing means that the subject matter being appealed is not precluded by the Rules and that the appellant has been actually harmed by a decision of a WoO Official specifically

rendered against him/her. Therefore, if an appellant has not been penalized himself/herself, but instead contends that someone else should be penalized, the appellant does not have standing and the incident or ruling is not appealable.

- f) There can only be a full-evidentiary factual hearing of the appeal before the Appellate Board (“Board”) if its Chairman (“Chairman”), in his sole discretion, first determines that the appeal is arguably meritorious. Examples of issues which are considered non-meritorious include, but are not limited to, matters where there are no triable issues of fact, frivolity, lack of standing, matters which are not subject to protest or appeal pursuant to the Rules, appeals filed for harassing purpose, etc.
- g) The Chairman is the administrative member, but has no vote, except to break ties. The Chairman shall conduct the meeting, organize deliberations, and write the decision.
- h) If the Chairman determines the appeal is meritorious enough to warrant a hearing, the appellant shall immediately pay a non-refundable \$500 hearing fee to WoO to cover the costs of conducting the hearing. No hearing shall be held until the fee is paid.
- i) The Chairman shall determine in his unfettered discretion when any member of the Board must recuse himself/herself from a hearing for reasons of conflict.
- j) As panel vacancies arise, WoO shall, from time to time, name replacements in its sole discretion.
- k) Board participation in a hearing by any three (3) or more panel members shall constitute a valid quorum to act. Members may participate by telephone, teleconference, video-conference, computer conference, in person, or any other forum chosen by the Chairman.
- l) The Board will meet whenever necessary for a hearing to decide any meritorious appeals. When an appeal involves the legality of a car part, the appellant must immediately surrender the part(s) in question. A receipt will be given to the appealing member upon surrender of the part(s), but the part(s) will not be returned to the appellant until after the appeals hearing is conducted.
- m) A majority of the panel members participating and voting must concur to modify any official’s ruling by a standard of preponderance of the evidence.
- n) The actual procedure for the hearing shall be determined by the Chairman, but shall roughly follow the following format:
 - First, the decision of the official or officials being appealed from shall be put into the record.
 - Second, the contents of the written appeal shall be put into the record.
 - Third, the aggrieved WoO member(s) will state his/her case and call any witnesses to support that case. Hearsay evidence is admissible.

- Fourth, the WoO Official(s) will state his/her case in support of the decision from which an appeal is being made, and call any witnesses to support such case. Hearsay evidence is admissible.
- Fifth, the aggrieved WoO member(s) will make any desired rebuttals, additions to the records, or summations.
- Sixth, the WoO official(s) will make any desired rebuttals, additions to the records, or summations.
- At any time during the hearing, Appellate Board Members may ask questions at their discretion of anyone present at the hearing.
- Appellate Board Members will deliberate in private and make any determination, decision, or recommendation by a majority vote of those members participating and actually voting (“Actually voting means not abstaining or not having been recused). The Board may reverse, modify, or uphold the original WoO Official’s ruling.
- Lastly, all interested parties shall be reasonably notified of the Board’s decision.

11. FLAG RULES

11.1 Green

- The entire track is open for racing.
- Passing will not be permitted before the green is displayed at the designated point.

11.2 Yellow

- All cars must come to a parade lap speed as soon as safely possible.
- Absolutely no passing is permitted under the yellow flag and no racing to the start/finish line will be permitted.

11.3 Red

- When a red flag is displayed, all cars must come to a complete stop.
- All work on cars must be performed in the designated work area.
Do not pass through crash area. Cars will be pushed to work area.

11.4 Black

- A car given this flag must pull into the pit area immediately for consultation. The car will not be scored from the point that the black flag is displayed. If after the car is inspected and is able to return to the race, the car may return to the track only upon a yellow or red flag restart. If a car is stopped under yellow flag conditions for an inspection or safety issue and found to be safe and not at fault, the car will retain the same position as it was running.

11.5 White

- One lap remains in the race.

11.6 Checkered

- The race is officially ended and all cars must pass underneath it to be scored on the last lap.
- A race is not completed until the checkered flag is displayed.

12. RACING PROGRAMS SPECIAL EVENT SHOWS

There may be special event shows during the year that do not follow the normal WoO racing formats. When such events occur Teams will be informed of specific procedures for that event. All racing programs are subject to change. Any such changes will be covered at the driver's meeting.

13. POINTS BREAKDOWN

One-day Show and Final Day of Multi-Day Shows

1. 150
2. 146
3. 144
4. 142
5. 140
6. 138
7. 136
8. 134
9. 132
10. 130
11. 128
12. 126
13. 124
14. 122
15. 120
16. 118
17. 116
18. 114
19. 112
20. 110
21. 108
22. 106
23. 104
24. 102
25. 102
26. 102

All Qualifying Days

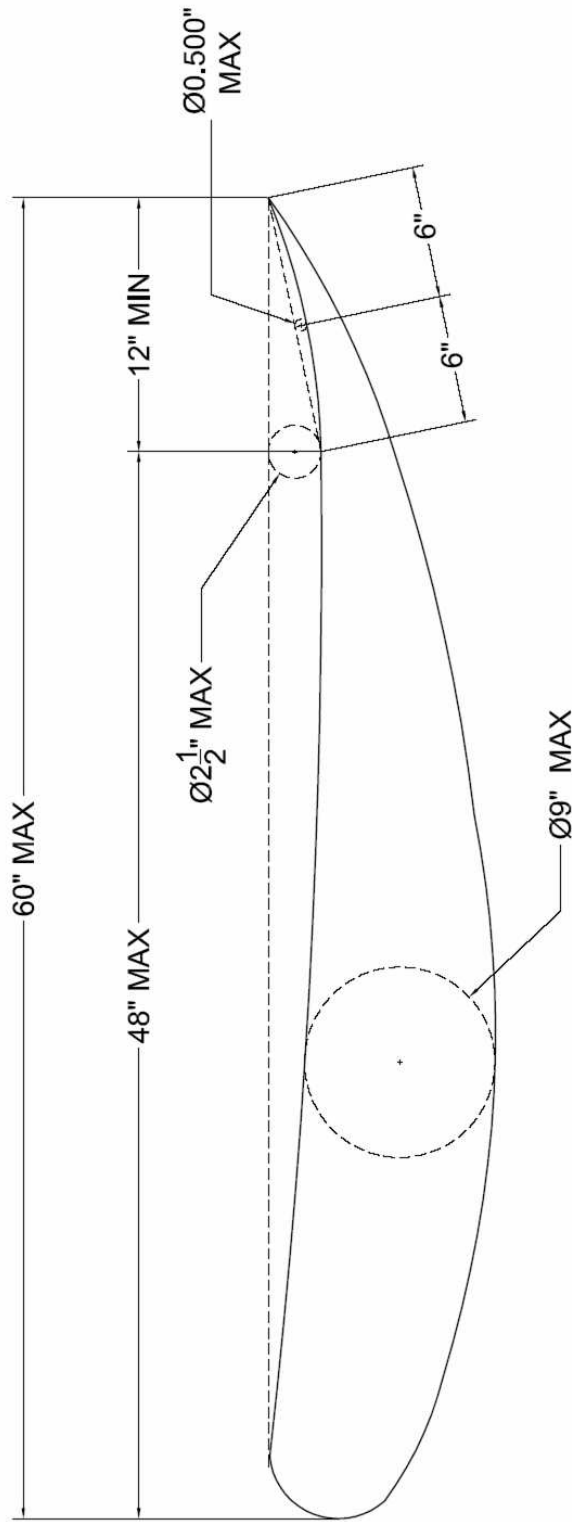
1. 40
2. 39
3. 38
4. 37
5. 36
6. 35
7. 34
8. 33
9. 32
10. 31
11. 30
12. 29
13. 28
14. 27
15. 26
16. 25
17. 24
18. 23
19. 22
20. 21
21. 20
22. 19
23. 18
24. 17

- 75 (show up) points will be awarded to all members who attempt to race a car, but car fails to qualify for the feature event in a one-day show or the final day of a multi-day show.
- 10 (show up) points will be awarded to all members who attempt to race a car, but car fails to qualify for the feature event on a qualifying-day show.
- If a race is cancelled and rescheduled, and a member is prevented by extenuating circumstances from attending, then that member may be awarded show-up points if they were in fact present and prepared to race on the original date.
- Points will be awarded for overseas events as agreed with members using show-up points.

**FIVE POINTS WILL BE AWARDED FOR THE FASTEST QUALIFIER
REDUCING TO ONE POINT FOR THE FIFTH FASTEST QUALIFIER.
USED ONLY WHEN THE ENTIRE FIELD FOR THE EVENT QUALIFY.**

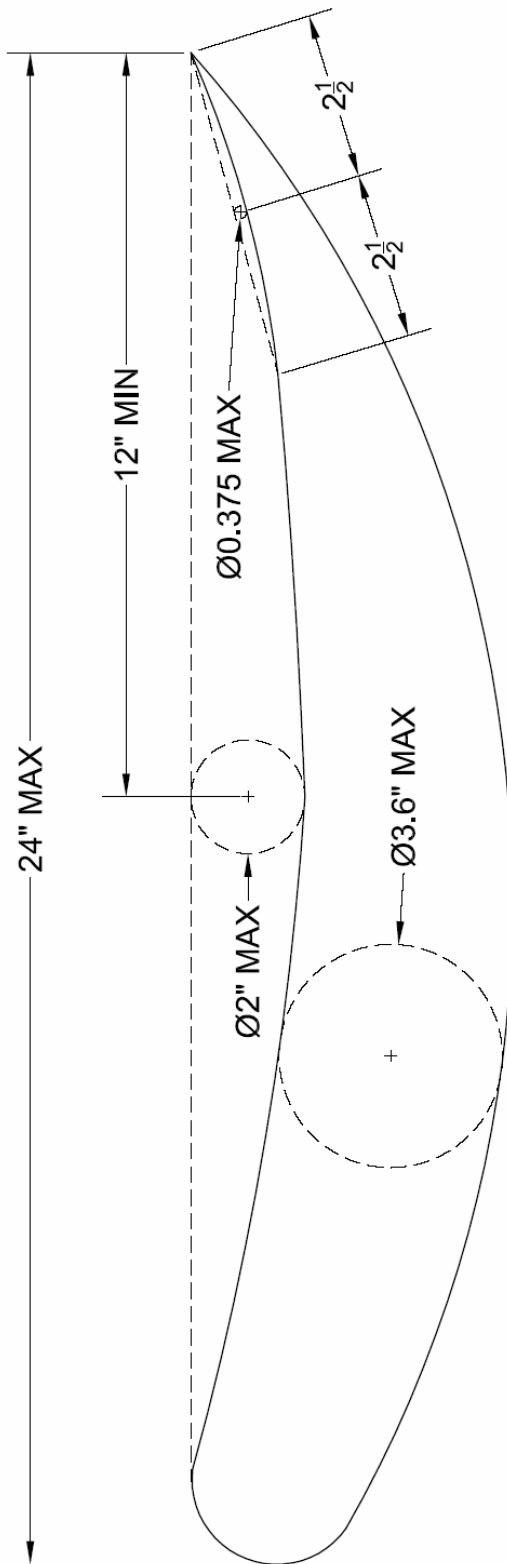
14. DRAWINGS

Drawing Number and Referenced Section	Title
1.1.1	Top Wing
1.1.2	Front Wing
1.4. j	Side Panel Configuration
1.4. k	Side Panel Template
1.6	Left rear Tire
1.6	Right rear Tire
1.8. a, q	Chassis Specification
1.11e	Transponder Location
1.11g, i	Sponsor Decal Layout
1.11h	Drivers Uniform



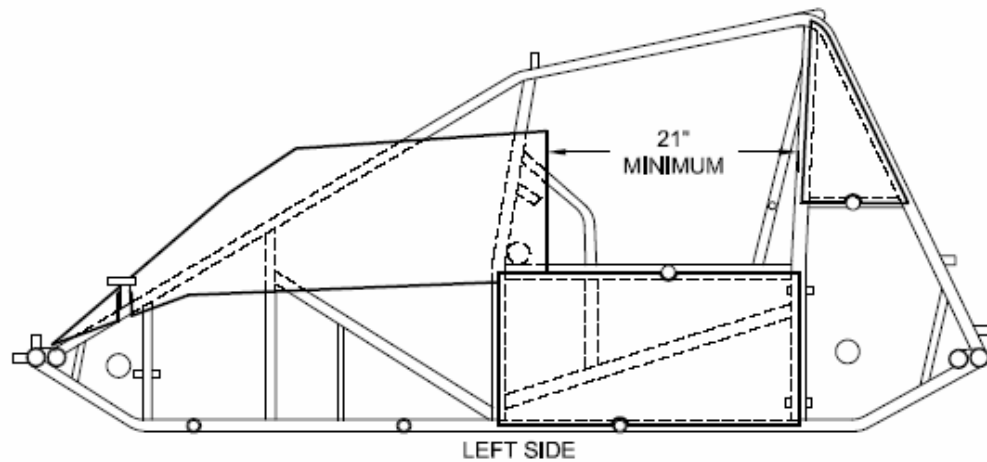
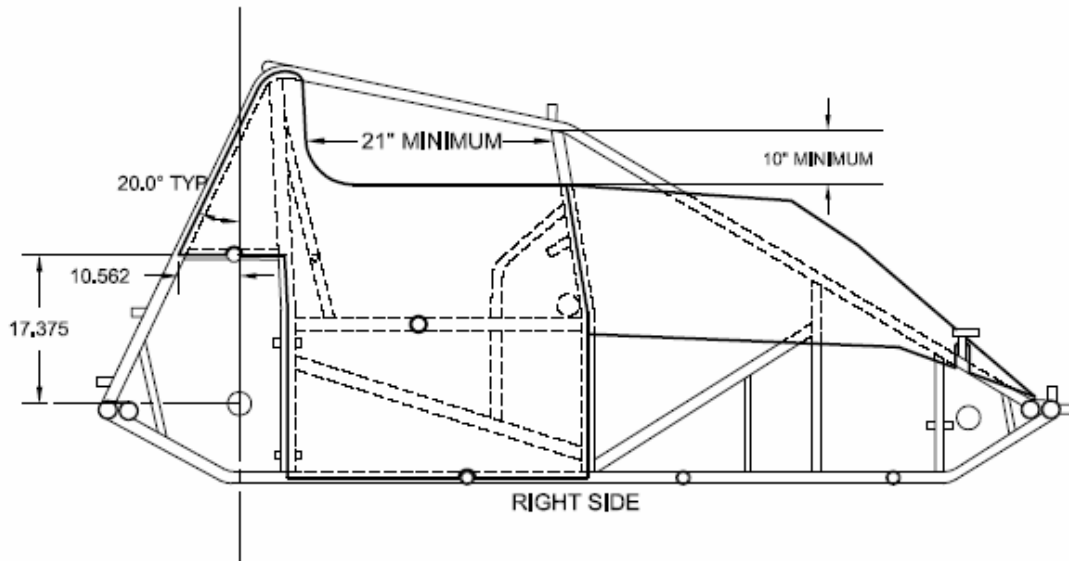
SPRINT CAR TOP WING SPECIFICATION			
REVISION:	A	DWG #:	1,1,1
DRAWN BY:	BRIAN DUNLAP	CHECKED BY:	CARLTON REMERS
UPDATED BY:	BARRETT WAGONER		1/19/2007

UNLESS OTHERWISE SPECIFIED ALL TOLERANCES ARE $\pm \frac{1}{32}$ "



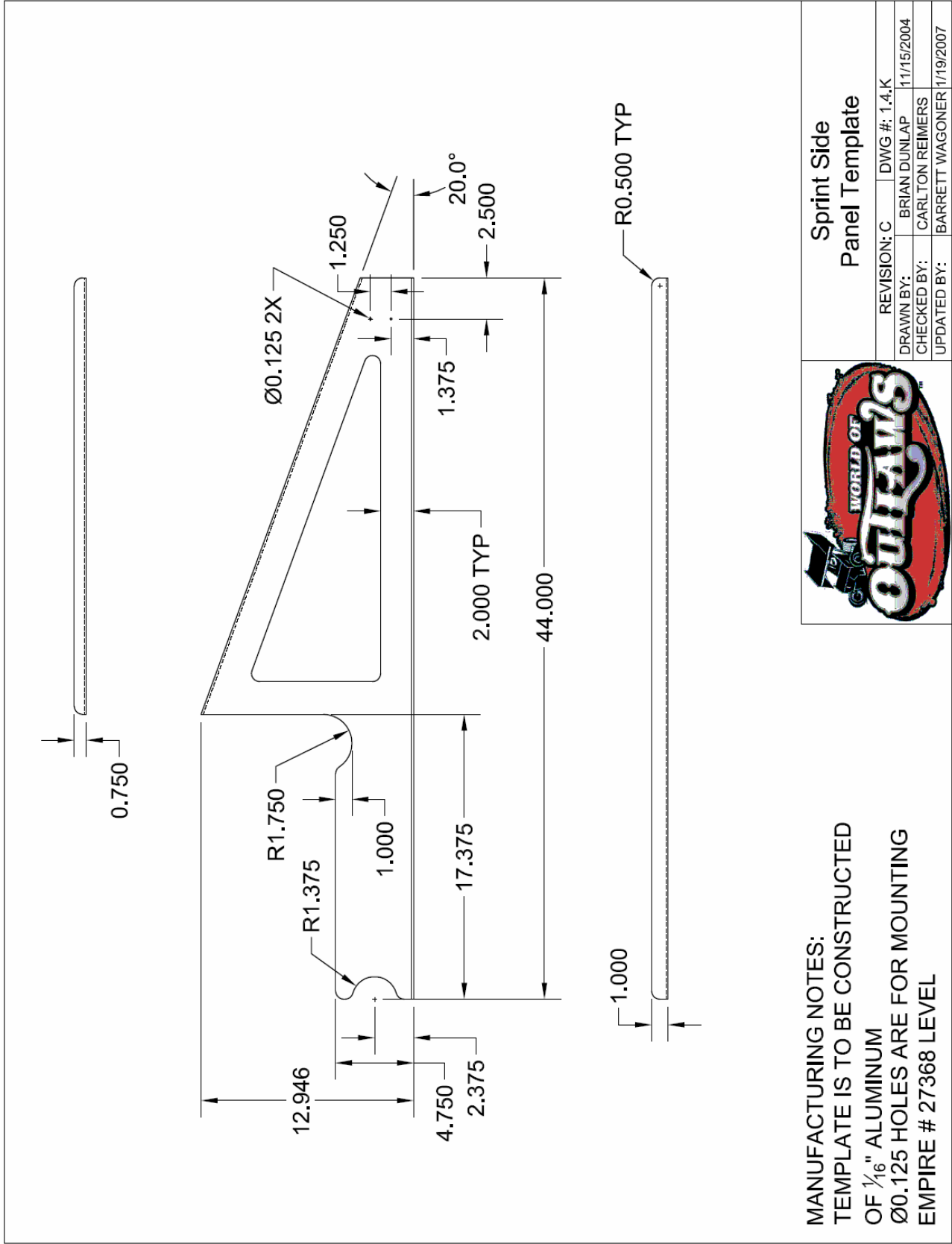
SPRINT CAR FRONT WING SPECIFICATION			
REVISION	A	DWG #	1.1.2
DRAWN BY:	BRIAN DUNLAP		10/8/2004
CHECKED BY:	CARLTON REMERS		
UPDATED BY:	BARRETT WAGONER		1/19/2007

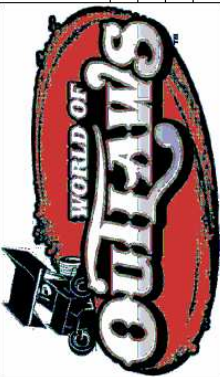
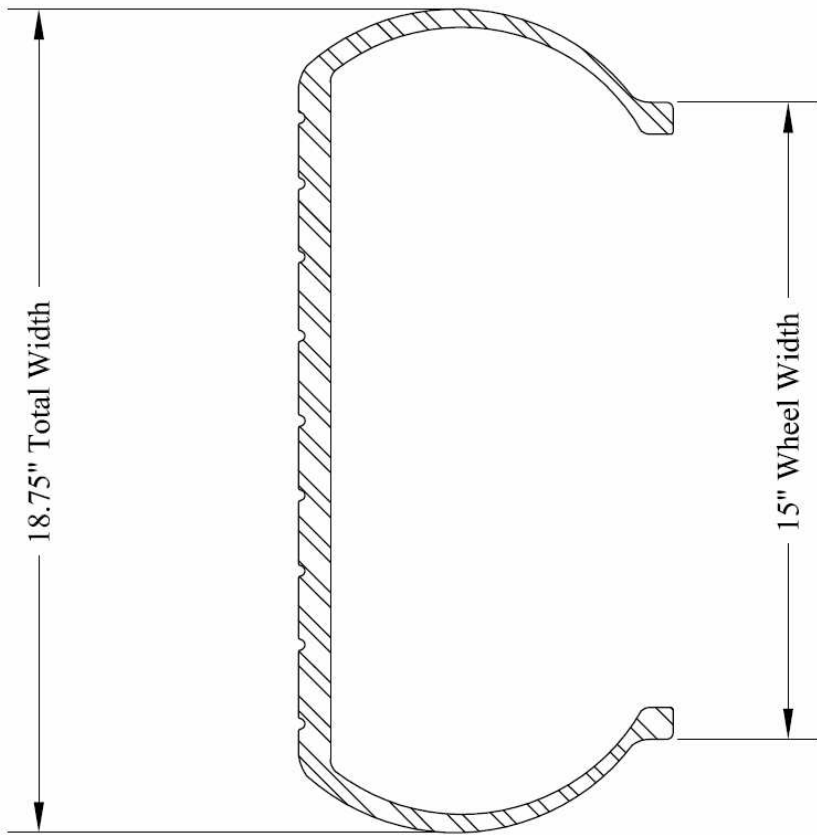
UNLESS OTHERWISE SPECIFIED ALL TOLERANCES ARE $\pm \frac{1}{32}$ "



SIDE PANEL CONFIGURATION

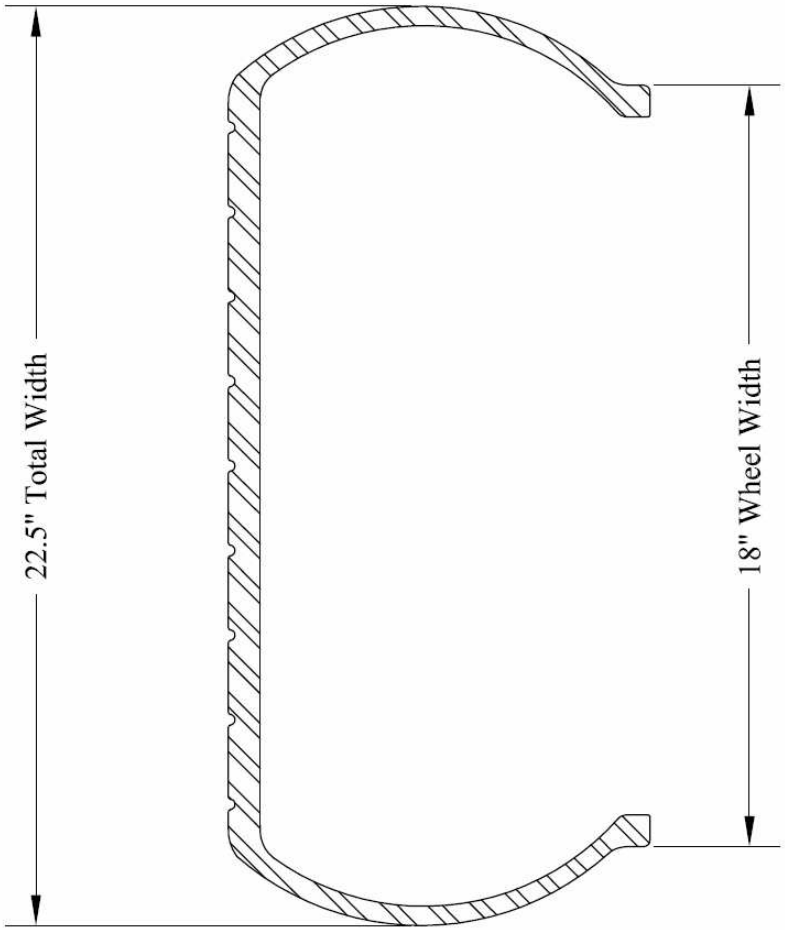
REVISION: C		DWG #: 1.4.J
DRAWN BY:	BRIAN DUNLAP	2/7/2005
CHECKED BY:	CARLTON REIMERS	
UPDATED BY:	BARRETT WAGONER	1/19/2007





LEFT REAR
SPRINT TIRE

REVISION: A		
DRAWN BY:	BARRETT WAGONER	10/17/2005
CHECKED BY:	CARLTON REIMERS	
UPDATED BY:	BARRETT WAGONER	1/19/2007

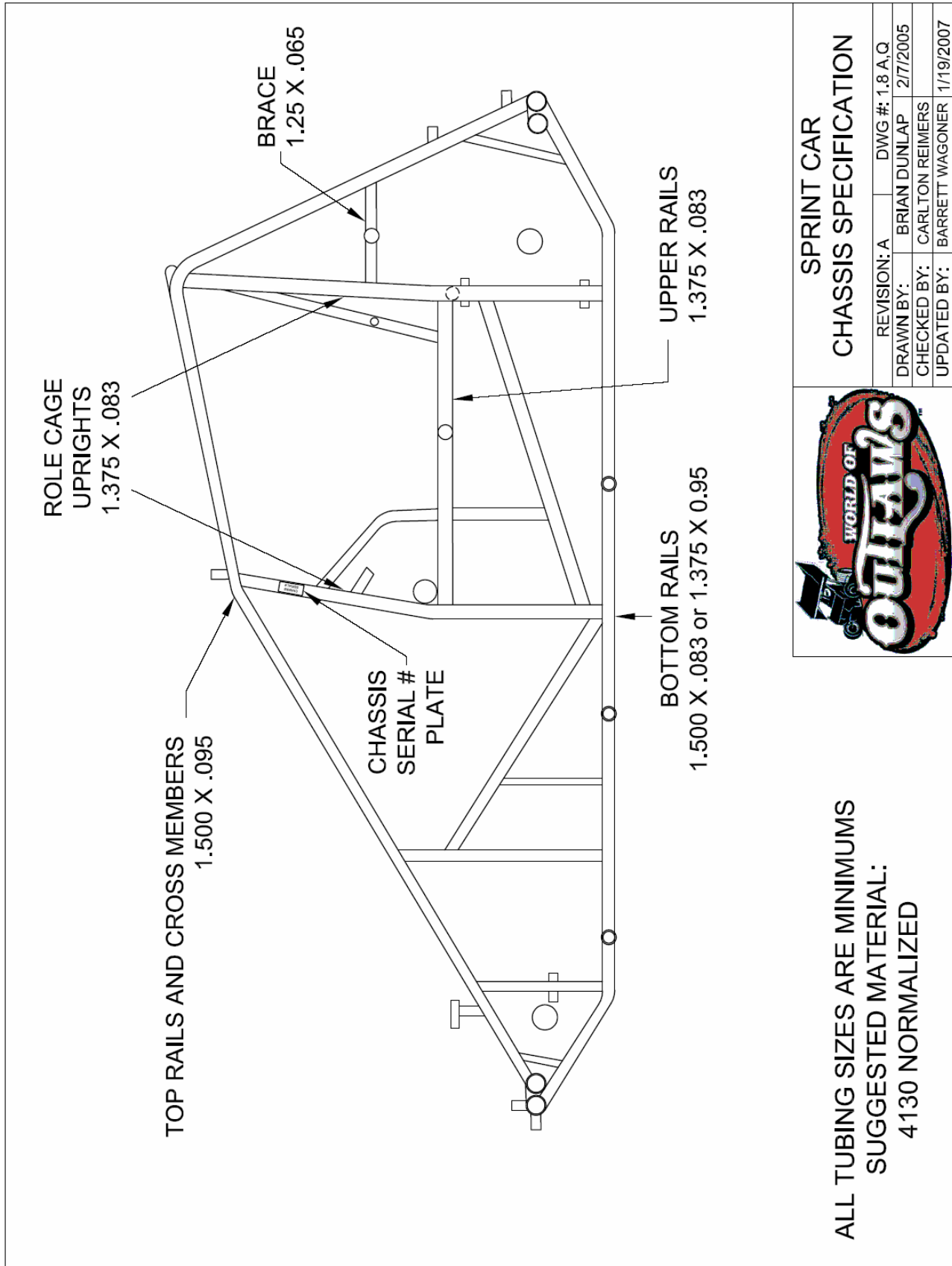


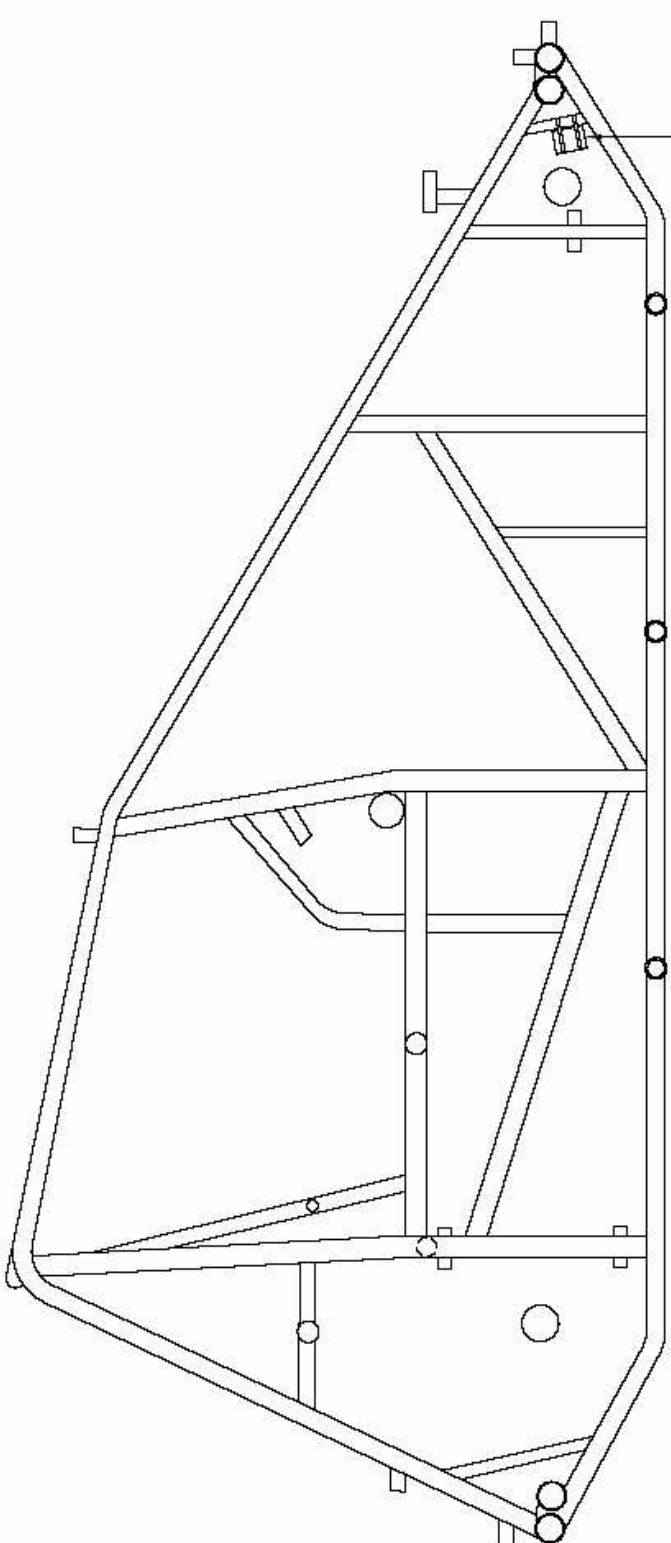
NOTE: 34" outside diameter limit on
Right Rear Tire.
107" Maximum Circumference




RIGHT REAR
SPRINT TIRE


REVISION: A		
DRAWN BY:	BARRETT WAGONER	10/17/2005
CHECKED BY:	CARLTON REIMERS	
UPDATED BY:	BARRETT WAGONER	1/19/2007





AMB TRANSPONDER
(SEE PHOTO)





**SPRINT CAR
TRANSPONDER LOCATION**

REVISION: A	DWG #: 1.11 E
DRAWN BY: BRIAN DUNLAP	2/7/2005
CHECKED BY: CARLTON REIMERS	
UPDATED BY: BARRETT WAGONER	1/19/2007

CONTINGENCY SPONSORS:
MAY BE LOCATED ON INSIDE TOP
SIDEBOARD OF THE TOP WING

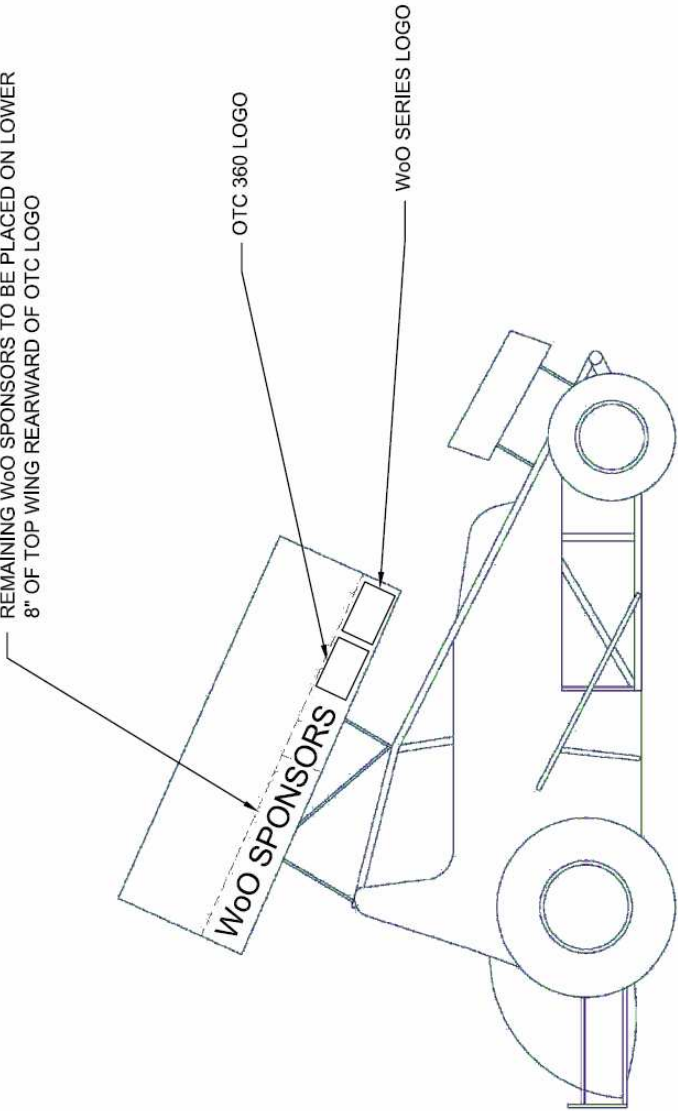
REMAINING WOO SPONSORS TO BE PLACED ON LOWER
8" OF TOP WING REARWARD OF OTC LOGO

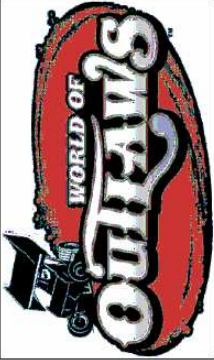
WOO SPONSORS

OTC 360 LOGO

WOO SERIES LOGO

*DRIVER'S NAME AND/OR NICKNAME TO BE
PLACED ON LEADING EDGE OF TOP WING



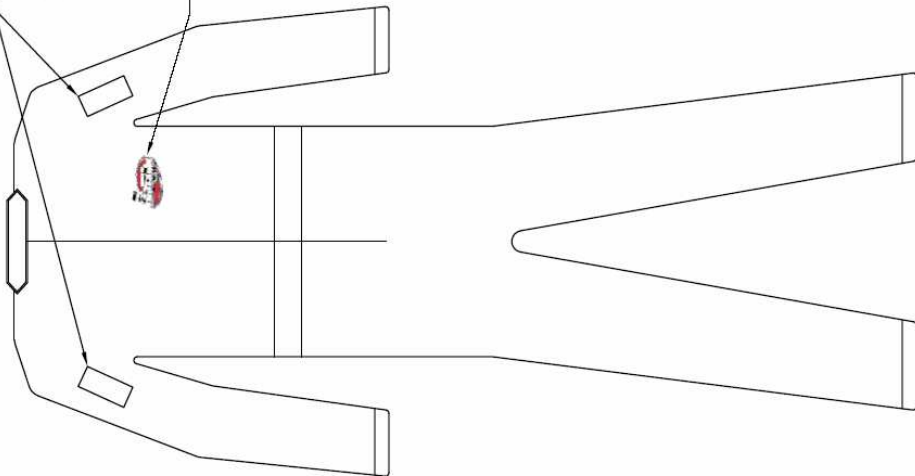


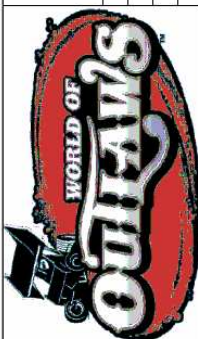
WOO SPONSOR
DECAL LAYOUT

REVISION: A	DWG #: 1.11 g.i
DRAWN BY: BARRETT WAGONER	6/22/2005
CHECKED BY: CARLTON REIMERS	
UPDATED BY: BARRETT WAGONER	1/19/2007

WOO BRAND LOGO
(LOCATED ON UPPER
PORTION OF BOTH
SLEEVES)

WOO SERIES LOGO
(CAN BE PLACED ON
EITHER SIDE)





DRIVER'S UNIFORM PATCH LOCATION	
REVISION: A	1.11 H
DRAWN BY: BRIAN DUNLAP	2/7/2005
CHECKED BY: CARLTON REIMERS	
UPDATED BY: BARRETT WAGONER	1/19/2007