

2003 INDIANAPOLIS SPEEDROME LATE MODEL CONSTRUCTION RULES

Effective Nov. 19, 2002

These Late Model Car Construction Rules are a part of a comprehensive program begun in 1985 to promote, study and evaluate safety in stock car racing over five year periods for presentation to insurance underwriters. The chassis construction parts of the rules can be expected to remain in effect through the 2003 season at the Indianapolis Speedrome.

1. AN OVERALL VIEW OF THE LATE MODEL CAR

A. These rules for car construction are based on four goals:

Goal #1 To encourage the highest degree of safety for participants and spectators that are commensurate with the practical limitations of cost and the normal risk inherent in auto racing.

Goal #2 To approach auto racing as an enjoyable recreational activity, not a business, for the participants to keep the cost of racing at a level generally equal to other recreational activities.

Goal #3 To create rules that protect the integrity of traditional stock car racing and make possible equal competition among the many different stock car parts available to race car builders - to encourage car builders to use their imagination and skill and not just their money in their efforts to build a winning race car.

Goal #4 To recognize the growing impact on auto racing of the public's and the government's concern for energy conservation, noise abatement and control of environmental pollution.

Because of the many types of automobiles that can be built under these rules, it is impossible for these rules to provide for every situation that might occur. Accordingly, the Chief Steward is given discretion, following the intent of the above goals, to rule on any matter not covered specifically in these rules. The Speedrome management reserves the right to make changes in these rules during the course of the season should the changes become necessary to insure greater safety or more equal competition.

B. These late Model Car Construction Rules are effective Nov. 19, 2002 and supersede all previous rules. To insure that these are the currently effective rules, check with the Speedrome Pit Office or call 317-353-8206 and ask for the issued date of the effective Late Model Car Construction Rules.

C. General description: The Late Model car is to be presented for competition as a car that can be closely associated with a manufacturer's model. The car must be front engine, rear drive, and normally aspirated. The car must have a stock car body with a hood, roof, fenders, rear deck, and side metal. The Late Model car is a durable and safely welded racing chassis with the body parts added. This car uses production car or truck parts wherever possible and made-for-racing parts only when required for safety.

II. CHASSIS - See illustration A.

All structural parts of the chassis shown, including the bumpers, frame rails, roll cage, and fuel cell cage must be structural steel tubing.

A. **Wheelbase** - must be at least 102" and less than 109".

B. **Front clip** - must be the front side rails and engine saddle cross member from a 1967 to 1981 Camaro: GM part #3930099 from the 1967 to 1969 Camaro; GM part #462835 from the 1970 to 1975 Camaro; or GM part #14013090 from the 1976 to 1981 Camaro. This front clip can be used complete as stock or can be modified only as follows: (See illustration B)

1. The two side rails may be shortened to a minimum of 4" in front of the

junction of the engine saddle cross member and the side rails and 36" in back of the junction of the engine saddle cross member and the side rails.

2. The top A frame mounts may be removed, the removed section plated, and new mounts fabricated to the upper A arms.

3. The body mount brackets on the frame rails may be removed. Any holes in the frame rails after removal must be plated over.

4. The engine saddle cross member may be notched, and the small section removed plated over, for the clearance/mounting of rack and pinion steering.

5. The engine saddle cross member may be notched, and the small section removed plated over for clearance of the engine fuel pump.

6. If the 1967 to 1969 Camaro front clip is used, the front-most cross member may be removed. Although this front cross member may be removed, the bottom A-frame mounts at the ends of the cross member must not be disturbed, altered, or relocated. Additional modifications to the engine saddle cross member and the side rails are limited to the modifications listed above.

7. Front clips can be fabricated as follows: Front frame rails must be made from .125 gauge steel tubing.

C. **Front suspension** - all components including upper and lower A-frames, coil springs, spindles, hubs, sway bar, shock absorbers, and steering may be stock automotive or racing parts.

D. **Rear suspension** - must be leaf spring like the 1967 to 1981 Camaro. The rear springs must be suspended beneath the rear frame rails. Any steel spring may be used. Rear spring shackles allowing adjustment by bolt removal are allowed.

E. **Brakes** - The master cylinder, pedal assembly, calipers, lines and distribution system may be stock automotive or special racing parts. The car must have four-wheel brakes.

F. **Shock absorbers** - may be stock automotive or special racing shocks. Shocks may have spherical rod ends.

G. **Steering** - components of the steering system may be stock automotive or racing parts. The steering system must be safe and unconventional types of questionable safety will not be allowed. A quick-release, removable steering wheel is allowed but the quick-release mechanism must be designed for racing purposes and it must pass safety inspection. The steering column must be collapsible or the steering shaft must have two universal joints located 18 to 36 inches apart and the shaft must be securely flanged behind a solid mount on the roll cage to prevent the shaft's travel toward the driver in a front-end collision. The hub of the steering wheel must be covered with padded material.

H. **The roll cage** - All parts of the roll cage described below, including door bars, must be constructed of 1 1/2 to 2 inch round steel tubing with a minimum wall thickness of .090 inch. The roll cage must have four equally spaced horizontally mounted, door bars on both the driver (left) side and the right side. The left side door bars must be constructed into the door panel and as far left as possible. The right door bars may be located directly above the right side frame rails, but no more than 12 inches from the right side of the car. The left side door bars must be extended to provide protection for the driver's legs.

Construction of the roll cage is shown in illustration C. The roll cage is constructed with a vertical hoop behind and above the driver's head that

is welded to the frame rails at the bottom and to the left and right front roll cage legs by a roof hoop. The top cross bar of the rear vertical hoop and the side bars of the roof hoop must be located so the bottom side of those bars are higher than the top of the driver's head when the driver is seated in the car. The front legs should follow the contour of the side of the windshield and be welded to the frame rails, the rear vertical hoop must have a diagonal bar from top left to bottom right or top right to bottom left. A bar must connect the left and right of the rear vertical hoop at seat height. This bar must be welded to the diagonal bar. A bar must connect 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. A bar must be installed across the dashboard connecting the left front roll cage leg to the right front roll cage leg. Rear support bars, left, and right, must extend behind the top of the rear vertical hoop to the rear of the frame. The front leg and the rear hoop must be connected with four equally spaced horizontal door bars on the left side that are convex in shape to extend away from the driver. The bottom door bar must be connected to the left frame rail by at least three angular bars equally spaced between the front leg and rear hoop of the roll cage. The four right door bars may be constructed in the same convex shape or they may connect the right front left and rear hoop directly above the right frame rail. The right door bars may not be more than 12 inches inside the farthest part of the right side of the body excluding the rub rail. All door bars must be connected by at least three vertical bars equally spaced between the front leg and rear hoop. At least three horizontal bars must be installed as shown in illustration A to protect the driver's legs and feet. These bars must be convex and extend away from the driver's legs. These leg bars must be welded at the front to a vertical post between the frame and the left horizontal member of the front engine hoop. The three or more leg bars must be welded at the rear to the left front roll cage leg. Midway between these two end weld points, the horizontal leg bars must be welded together by vertical bars. These vertical bars must extend from the bottom leg bar to the frame and from the top leg bar to the left horizontal/member of the front engine hoop. Additional bars may be installed to strengthen the roll cage and protect the driver. The roll cage must be welded with no gaps or holes at the welds and key stress points must have steel gusset plates for reinforcement. The left side of the roll cage (any bars with which

the driver could make contact in a crash) must be covered by a 1/4 inch plate. Door bars on the right side do not have to be covered by metal on the inside of the driver's compartment., These door bars and the other components of the roll cage as listed above must be available for quick visual inspection at all times.

I. Driver's seat - must be padded racing type seat with frame installed as shown in illustration D. The left side of the driver's seat must be at least 8 inches from any door bar. The seat must be mounted in front of the rear hoop of the roll cage and inside the left frame rail or frame rail extension. (See illustration D) The frame rail extension must be constructed from the same material as the frame rail and it must extend at least from the front left roll cage post to the left rear hoop upright. If the seat does not extend up behind the driver's head, a steel plate of at least 8"x8" covered by at least 2 inches of padding, must be welded to the roll cage directly behind the driver's head. From the racing seat to the right side of the chassis, no roll bars, gauges or sheet metal are to be constructed that would interfere with driver's ability to exit the right side of the car or in any extrication of driver in the event of injury.

J. Seat belt and shoulder harness - use of an approved, racing-type, seat belt, shoulder harness and crotch strap mounted to the roll cage is required. All belts must be new or no more than three years old. See illustration E for proper installation. The belts must be a minimum of three inches wide, (except for the crotch strap which must be a minimum of 2" wide), adjustable, unframed, and undamaged, and connect in a single metal-to-metal quick release buckle. The belts must be mounted to make their length as short as possible. The seat belts should not pass over the sides of the seat but should pass through the seat at the bottom of each side. The seat belt must be mounted so it passes around the pelvic area at a point below the anterior superior iliac spines. Under no condition may the seat belts be worn over the area of the intestines and abdomen.

K. Window net - an approved racing fire resistant net or webbing must be installed on the left side driver's window. The net must cover the entire vertical opening and be at least 20 inches long. A quick release mounting as shown in illustration F is required.

L. Bumpers - The car must have welded steel minimum 2 by 2 inch square tubing bumpers at the front and rear. Bumper may be mounted behind or in front of replica nose panel. If mounted in front, bumper must follow the contour of nose panel and not protrude but fit against the nose panel. Exterior bumpers and reinforcements are to be painted the same color, as the nose panel the front bumper must have no points or protrusions. The maximum length of the front bumper must be no more than 56" with no more than 5" ends from horizontal hoop protection. Additional steel tubing guards may be welded above or below the front bumper, but no part of these bars may extend in front of the bumper. The front edge of the front bumper must be no more than 36 inches in front of a line between the center of the front wheels. The rear bumper must be constructed in a way that the portion of bumper that extends beyond the inside tire-line be constructed of round tubing, curving around and into the rear frame clip. If the ends are curved inward and welded to the rear frame rails. The rear bumper may extend 18 inches forward on each side beneath the rear quarter panel. If the ends of the rear bumper are not curved inward and welded to the frame, the bumper must end inside a line formed by the inside of the back tires. A fuel cell protection hoop must be welded beneath the bumper and between the bumper and the fuel cell. Additional steel tubing guards may be welded above or below the bumper. The back edge of the back bumper can be no more than 45 inches behind a line between the center of the back wheels. The rear bumper, if furled around at the ends, cannot extend beyond a line drawn from the outside of the rear tires. The rear panel must be constructed to close off the rear area.

M. Rub rails - may be installed along the sides of the car. The rub rail on each side must be mounted as close to the body as possible, painted the same color as the body behind it, and mounted between the tires on each side. Rub rails must be constructed of round tubing and curved

inward on both ends. No bars or plates may be added to the exterior of the car except for bumpers and rub rails.

N. Fuel system - must have an approved fuel cell mounted (as shown in illustration G) 6 to 12 inches behind the differential and between the frame rails. The following rules apply to the fuel cell, fuel cell mounting cage and fuel lines:

1. Fuel cell - must have a container of at least 18-gauge steel enclosing the bottom, sides, and top (with hole for filler plate) of a plastic or rubber liner represented by the manufacturer to be an auto racing fuel cell. The fuel cell must have a full sponge baffle inside; a top mounted bolt-on filler plate assembly, a full sealing cap and operable check valve in the vent line. Maximum fuel cell capacity is 25 gallons. A check valve is mandatory for a gravity-fed fuel cell.

2. Fuel cell mounting cage - must be constructed as shown in illustration G using welded round steel tubing of 1 1/2 to 2 inches with a minimum .090 inch wall thickness. The front of the fuel cell, inside its mounting cage must be 6 to 12 inches behind the differential housing. The bottom most point of the fuel cell mounting cage must be at least 10 inches above the ground. A fuel cell hoop constructed of 1 1/2 to 2 inches round or square steel tubing must protect the fuel cell. This hoop must cover the width of the fuel cell as viewed from the rear and be located between the fuel cell and rear bumper.

3. Fuel lines - all lines must be attached through the bolt-on filler plate. The vent line must contain a check valve to eliminate fuel leakage if the car should be inverted. The fuel line may be a safety-constructed system of steel and/or neoprene line. If the fuel line is routed above the floor board in the drivers compartment, the line must run through continuous steel conduit in its run between the front and rear firewalls.

O. Wheels - must have one-piece steel stock racing wheels with a maximum 10-inch measurement inside bead width. Heavy-duty steel wheels sold for use on the street and/or off road use may be approved on an individual basis after each wheel has been inspected and marked as safety approved. See illustration H for width measurement. No wheels exceeding 10 inches will be allowed in the pit area.

P. Tires - - "CHECKERED FLAG PRO" (P225/70R15) with Yellow label only. The tire must have been branded by Speedrome management and be unaltered, legible and visible. *No tire soaking allowed, due to safety and environmental concerns.*

Q. Ballast - (heavy masses of lead or steel intended to add weight to the chassis) may not be bolted onto or any other way temporarily attached to the racecar. Ballast may be used only if it is encased in a steel container safely welded to the chassis to insure that it cannot be dislodged in a collision. All ballast material and ballast containers must be painted white. No ballast containers may be installed inside the driver's compartment. No ballast may be used that is not solid metallic material-no liquids, no sand, etc.

R. Ground clearance - the frame, engine, exhaust system and all other parts of the under carriage of the car must be minimum of 4 inches above the ground with the car adjusted to its minimum ride height.

S. Track width - maximum track width is 68 inches measured from center to center of the tires (front and rear) at spindle height.

III. Body - See illustration I

A. Type - The body of the Late Model car may be any stock car body that can be fitted appropriately to the racing chassis. Overall, the Late Model car is to be more stock appearing. The body must have a hood that fully covers the engine compartment., nose panel, complete fenders, windshield, roof, rear deck, rear quarter panels and doors covering the roll cage. The front fenders are to be complete, factory appearing, covering the entire wheel tread and extending rearward to the windshield post area. The body must be bilaterally symmetrical (the left side shape should be like the right side shape). No part of the body may extend more than 2 inches beyond the outer edge of the tires and the tires may not protrude more than 2 inches beyond the outer edge of the

body. The outside edge of the body is the farthest point the body extends to the left and right sides excluding the rub rails. No part of the body can extend in front of the front bumper or behind the back bumper. The nose panel is to remain uncut in and around the nose panel ends with the only augmentations allowed around the grille area for cooling purposes. Headlamp decals are required with emphasis on "factory/replica" appearance details. Teams are expected to maintain or replace damaged body parts in a timely manor from week-to-week racing activities

B. Material - Body panels may be constructed of steel, aluminum, plastic or fiberglass.

C. Mounting - The body must be mounted smoothly with no protrusions on the exterior surface. Body panels must be securely fastened to prevent loosening or loss on the racetrack.

D. Windshield - The car must have a Lexan (or equivalent plastic material) windshield and vertical steel bars in front of the driver. At least five solid steel rods of at least 1/2-inch diameter must be welded to the roll cage in front of the driver's head. The bars may be no more than 5 inches apart. The windshield must provide a minimum 12-inch vertical front opening.

E. Firewalls - fuel cell in the rear and the engine compartment in the front must be separated from the driver's compartment by full firewalls constructed from sheet steel or at least 20 gauge. See illustration I.

F. Floor boards - The driver's compartment floorboards must be constructed of sheet steel of at least 20 gauge. This steel floorboard must extend from the left frame rail (or frame rail extended-see illustration D) to the right frame rail and connect to the front and back firewalls. The drive shaft and the exhaust pipes and muffler must be located beneath this steel floorboard. This floorboard may be raised to the right of the driver the minimum distance required to provide clearance for the drive shaft, mufflers and exhaust pipes.

G. Rear deck - Must be covered with appropriate materials for safety aspects

H. Spoiler - Must be an integral, built-in, permanent part of the rear deck design and not to exceed the maximum 41-inch height above the ground. The spoiler cannot be flexible, bendable by hand, hinged, supported by cables, or mounted with adjustable brackets. Spoiler must be constructed of Lexan. Any logo's lettering must still enable trailing racers to see thru rather than block visibility for safety reasons.

I. Roof - Must represent current model vehicle with no allowance for aerodynamic enhancing capabilities. The roof must be a "replica" or "factory" produced item. No hand-made/fabricated roofs allowed. This is done to further enhance the factory appearance of a "Late Model" racecar. Roof must be no more than 50 inches above the ground. The roof must begin at the windshield and must end in front of the rear edge of the rear tires. The original roofline of a factory-produced vehicle must be maintained. (No Gremlin, station wagon or "pre-1990" type allowed.) Roof must be full size and constructed of steel or fiberglass. No wings, spoilers or any other ground effects are allowed anywhere outside or inside of car's roof. Roof must have original appearing windshield posts and must be attached to the quarter panel with original appearing quarter sections. Roof must maintain a level consistent with the pavement with no front pitch. No hand or fabricated roofs allowed. All roofs have to be purchased as steel replacement items. Roofs can be manufactured from fiberglass but must be factory replicas, and no aluminum.

J. Side and rear windows - must be open and uncovered by plastic or metal. The side and rear window area of the car must be open except for roof supports that are part of the body design. The rear window must have a minimum vertical opening of 10 inches. The side windows must have a minimum vertical opening of 12 inches. Driver must demonstrate the ability to exit on both, right and left, sides in case of any "on-track" incident. Sideboards are allowed sixty inches maximum. Must be se-

curely attached and braced.

K. Hood - must cover the entire engine compartment including the radiator and be securely mounted. A hood scoop covering the air cleaner is allowed if the scoop does not obscure the driver's view and the scoop is open only in the front. The hood must be closed in the rear to separate the engine compartment from the driver's compartment. No car will be allowed to compete under any conditions without a hood.

L. Nose - Speedrome management is looking at the current nose rule. Stay tuned. The previous years rules are listing below. To improve the stock appearance of the Late Model car, a front nose panel is mandatory. Nose panel may be of a flexible rubber-type material, no sectioning or cutting allowed. Nosepiece can be "hole sawed" and fitted behind existing front bumper. Nosepiece must be a replica of a manufacturer's car model and is to be coupled with flexible rubber-type fenders. Installation of front nosepiece and fenders requires no modification to the basic chassis. Bumper may be mounted behind or in front of replica nose panel. If mounted in front, bumper must follow the contour of nose panel and not protrude but fit against the nose panel. Exterior bumpers and reinforcements are to be painted the same color as the nose panel. Nosepiece and fenders must be a replica of current model vehicle with no allowance for aerodynamic enhancing capabilities.

M. Painting - The Late Model car must be painted in a professional manner. Light colors are recommended and cars can be painted in no more than 50% black or solid dark color. Team cars should be painted so they can be easily differentiated visually at a distance of 300 feet.

N. Numbering and lettering - must be done in a professional manner. Block type numbers at least 16 inches tall and three inches wide must be on each door and the roof. Numbering must be done in a color that contrasts clearly with the background color. Numbers must be separated from other lettering or design work and must not be obscured by shading, outlining or metallic appearance. Numbers on each door only. No numbers allowed on quarter panels.

IV. THE DRIVE TRAIN

A. Engine - The Late Model car may use any normally aspirated cast iron block V8 engine of any size ever sold in any car or truck. The engine must be located so at least one spark plug hole is even with or forward of a line projected between the upper ball joints with the caster, right and left, at zero degrees and the frame rails level. The lateral (side to side) location of the engine, measured from the cylinder heads, must be centered between the upper ball joints and the front clip side rails within one inch. The crankshaft, transmission, drive shaft, and differential must be in line perpendicular to a line projected between the upper ball joints.

B. Carburetor - One two-barrel or one four-barrel. The carburetor throttle linkage must have two fail-safe return springs on the throttle shaft that provides sufficient pressure to return the throttle to a closed position in case of linkage failure. The throttle linkage must be constructed from rod, No cable type linkages allowed. A throttle "comeback" enabler is mandatory.

C. Intake and exhaust manifolds - Cast iron or aluminum intakes allowed. Headers allowed consult Chief Steward for guidelines.

D. Heads - must be cast iron.

E. Engine modifications - unlimited unless excluded by these rules.

F. Oil system - no external oil pressure systems, external oil pumps, and/or dry sump systems are allowed. Oil filters and oil coolers may be removed to locations outside the engine, but they must be mounted in front of the front firewall, between the front frame rails, above the front frame rails, and beneath the hood.

G. Ignition system - must have distributor. No magnetos are allowed.

H. Radiator and fan - The radiator must be located in front of the engine and the fan must be shrouded at the top and topside to prevent injury. A

one-gallon plastic or metal radiator overflow can must be mounted securely near the radiator with the overflow hose from the radiator emptying into the can. The radiator cap must be of the safety, pressure-release type.

I. Fuel pump - no electric fuel pumps, belt driven fuel pumps, or pressurized fuel systems are allowed. The fuel pump must be mounted on

the engine block and be mechanically powered by the engine.

J. Fuel - No alcohol allowed, only pump gasoline with no fuel additives or oxygen-bearing agents. Nitrous oxide is not allowed.

K. Exhaust system and mufflers - solid exhaust pipe must be used-no flex pipe is allowed. Street legal mufflers must be installed on each exhaust pipe. Exhaust pipes must end beneath the car and behind the driver. The noise created by a car cannot exceed 105dB. No body side exits allowed when installing exhaust system.

L. Starter and battery- must be capable of starting the engine without assistance before each race. The battery must be mounted in front of the rear axle between the frame rails, and be covered or separated from the driver by a firewall. The battery must be securely mounted in a position that will prevent it from being dislodged in a crash and avoid the leaking of acid on the driver if the car is inverted. The positive battery cable must be insulated and protected well-especially at any points it goes through the firewalls or other metal parts. Battery cables must be separated from fuel lines in their routes to the engine compartment.

M. Clutch and flywheel - any type may be used. The clutch must be operable (allowing the driver to stop and shift gears) at all times on the racetrack. The use of a blow proof bell housing is strongly recommended.

N. Transmission - may be any type sold in a car/truck or racing application. The transmission may be modified, but it must be capable of getting the car under way from a stop and of backing up the car with no assistance. No quick-change transmissions are allowed.

O. Driveshaft - must be one piece, open, and painted white. The drive shaft must be encircled by two 360 degree steel straps (minimum 1 1/2 inches by 1/4 inch thick). One of these straps must be installed 9 to 12 inches behind the transmission and the other 24 to 36 inches behind the transmission. These straps must be mounted securely enough to prevent the front of the drive shaft from falling onto the ground or flailing into the driver's compartment. No aluminum drive shafts are allowed.

P. Differential - All components including the axles, hubs, brakes, sway bars and shocks may be stock automotive or racing parts. A shock absorber or another device may be safely attached between the differential and the chassis to eliminate differential wind up. Offset of rear end must not exceed five inches. Any differential "wrap-up" devices must be mounted behind the driver, out of the driver's compartment and behind the steel interior panels.

V. GENERAL

A. Inspection - The Chief Steward will subject each car to a technical and safety inspection, or his assistants, before it is first allowed on the track. Subsequent inspections may occur by the Chief Steward or his staff at any time. If the Chief Steward challenges the compliance with the rules of any car, it is the responsibility of the car owner to prove that any part or component of the car, which is challenged, does, in fact, meet the requirements of these rules.

When the car owner submits the car for inspection, the car owner certifies that the car meets all the requirements contained in these rules. In event of official challenge of the car by the Chief Steward, the burden of proof will rest on the owner of the car to show that it meets all requirements of these rules. The decision of the Chief Steward as to whether the car complies with the rules will be final. It will not be subject to appeal of any kind. After each Late Model Figure-8 the top three finishing cars will be subject to a mandatory technical inspection. The Chief Steward invites one person from each Late Model racing team to be present at this inspection. If a car is found to be illegal the Chief Steward reserves the right to take all points and money earned from that night of racing. Any such moneys will be added to the Late Model season ending point fund. Additionally the car and the driver may be subject to suspension. The decision of the Chief Steward is final, and not subject to appeal.

B. Damaged cars - any time a car is damaged, the car owner is expected to repair any components that might cause the car to be unsafe

for the driver or a hazard for other drivers. When a car has suffered serious structural damage, the Chief Steward may require that the car be removed from competition even though the car is operational.

C. Awards - The Indianapolis Speedrome attempts to honor many special achievements through a special awards program. The criteria and/or variety of awards may vary each season.

I. Bobby Ellett Memorial Award for Rookie of the Year - Most points earned by driver who has never finished among top 30 in Late Model/Pro-Stock points. Experience at the Indianapolis Speedrome or other racetracks, sanctioning bodies, etc. may eliminate driver from "rookie" status. Decision of Chief Steward is final.

II. Most Improved Driver - Awarded to driver who displays most improvement among top 20 in points from the previous year.

III. Sponsor of the Year - The major sponsor of car driven to the most

The Indianapolis Speedrome will implement a point system as follows:

Late Model Trophy Dash

	Points	Prize Money
Fast Qualifier	20 points	\$25
2 nd fastest	15 points	\$20
3 rd fastest	10 points	\$15
4 th fastest	5 points	\$10

Late Model	Heat 1	Points	Prize Money
1 st		50	\$50
2 nd		40	\$40
3 rd		30	\$30
4 th		25	\$25
5 th		20	\$20
6 th		15	\$15
7 th -8 th		10	\$10

Late Model Heat 2 Points	Prize Money
1 st	25
2 nd	20
3 rd	15
4 th	10
5 th -start	5

Late Model Heat 3 Points	Prize Money
1 st	15
2 nd	10
3 rd -start	5

Late Model Heat 4 Points	Prize Money
1 st	10
2 nd -start	5

Late Model Oval Feature	25 lap		50 lap	
	Points	Prize Money	Points	Prize Money
1 st	100	\$200	150	\$300
2 nd	95	\$100	145	\$150
3 rd	90	\$50	140	\$75
4 th	85	\$45	135	\$60
5 th	80	\$40	130	\$50
6 th	75	\$35	125	\$45
7 th	70	\$30	120	\$40
8 th	65	\$25	115	\$35
9 th	60	\$20	110	\$30
10 th	55	\$15	105	\$25
11 th	50	\$10	100	\$20
12 th	45	\$10	95	\$15
13 th	40	\$10	90	\$10
14 th	35	\$10	85	\$10
15 th	30	\$10	80	\$10
16 th	25	\$10	75	\$10
17 th	20	\$10	70	\$10
18 th	15	\$10	65	\$10
19 th -start	10		50	\$10

IF YOU HAVE ANY QUESTIONS ABOUT THESE RULES, CALL THE SPEEDROME AT: 317-353-8206

Late Model Figure 8 Points and Prize Money

	35 lap		50 lap		100 lap		Jake's 150 lap		One Hour Figure 8	
	Points	Prize Money	Points	Prize Money	Points	Prize Money	Points	Prize Money	Points	Prize Money
1st	125	\$600	175	\$800	350	\$1,000	525	\$2,000	450	\$1,500
2nd	120	\$300	170	\$400	340	\$500	510	\$1,000	425	\$750
3rd	115	\$200	165	\$355	330	\$400	495	\$500	415	\$475
4th	110	\$165	160	\$300	320	\$350	480	\$400	400	\$400
5th	105	\$145	155	\$250	310	\$275	465	\$350	390	\$350
6th	100	\$135	150	\$225	300	\$250	450	\$300	380	\$300
7th	95	\$125	145	\$200	290	\$225	435	\$275	370	\$275
8th	90	\$115	140	\$175	280	\$200	420	\$250	360	\$250
9th	85	\$105	135	\$150	270	\$175	405	\$225	350	\$225
10th	80	\$95	130	\$125	260	\$150	390	\$200	340	\$200
11th	75	\$85	125	\$100	250	\$125	375	\$175	330	\$175
12th	70	\$75	120	\$95	240	\$100	360	\$150	320	\$150
13th	65	\$65	115	\$90	230	\$95	345	\$125	310	\$125
14th	60	\$60	110	\$85	220	\$90	330	\$100	300	\$100
15th	55	\$55	105	\$80	210	\$85	315	\$95	290	\$95
16th	50	\$50	100	\$75	200	\$80	300	\$90	280	\$90
17th	45	\$45	95	\$70	190	\$75	285	\$85	275	\$85
18th	40	\$40	90	\$65	180	\$70	270	\$80	270	\$80
19th	35	\$35	85	\$60	170	\$65	255	\$75	255	\$75
20th-25th	30	\$30	80	\$50	150	\$55	240	\$65	240	\$65
26th-30th	25	\$30	70	\$45	130	\$50	225	\$55	225	\$55
31st-start	20	\$30	60	\$40	110	\$45	210	\$50	210	\$50