



2025

Great Lakes Traditional Sprints

Rule Book

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Updates to the 2025 Great Lakes Traditional Sprints Rulebook are noted via red text.

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1. Preface

A Great Lakes Traditional Sprints event is a competitive Sprint Car racing event which is intended to be conducted and officiated in accordance with the rules herein (the 2024 Great Lakes Traditional Sprints Rule Book). These rules and regulations provide the guideline for all events. The rulebook may be amended, altered, modified or supplemented from time-to-time and Bulletins or special rules may be published and/or adjusted at any particular event with the participants receiving prior notification. By participating in these events, all participants are deemed to have agreed to comply with these rules and regulations and any amendment or modifications thereof.

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

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

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

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

2. **Definition of Terms**

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

4. All versions of the starting procedures.
 5. Undertaking the other designated Race Director activities set forth in the Rule Book.
- 2.12. **"Release and Indemnity Agreement"** – a valid waiver, indemnification and release of liability agreement in form and substance satisfactory to the Series.
 - 2.13. **"Rule Book"** – The rules in this 2024 Great Lakes Traditional Sprints Rule Book, as they may be amended or modified from time-to-time.
 - 2.14. **"Sanction Agreement"** – The agreement between Great Lakes Traditional Sprints and a Promoter to promote, host and operate an Event.
 - 2.15. **"Series"** – the Great Lakes Traditional Sprints operated by Great Lakes Super Sprints, LLC
 - 2.16. **"Series Director"** – person responsible for:
 1. Ensuring proper observance of the Rule Book.
 2. The control of practices, qualifying and races.
 3. The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 4. All versions of the starting procedures.
 5. Directing the use of medical cars/fast intervention vehicles
 6. Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids and races) and presentation of reports to appropriate committees
 7. Undertaking the other designated Series Director activities set forth in the Rule Book.
 - 2.17. **"Split Scoring"** – In the instance that there is a caution after the leader and at least one other car has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the manner in which they crossed the scoring line. Those cars that had not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap. On all laps, except the final lap, at least 2 cars must cross the scoring line to qualify for split scoring. On the final lap, only the leader must cross the scoring line for split scoring to be utilized.
 - 2.18. **"Sprint Car"** – A specified racing vehicle that fits the specifications set forth in this Rule Book.
 - 2.19. **"Start Finish Line"** – Point on the race track where the official timing and scoring loop is installed

3. Great Lakes Traditional Sprints Rules

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

electronic posting, mailing, emailing or other timely distribution, or verbal announcement or distribution by the Series), regardless of when a Competitor receives the actual notice.

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

4. Membership

4.1. Full Time Competitors

- 4.1.1. There is no entry fee required for each full time member at this time.
- 4.1.2. **Membership Cards** – Great Lakes Traditional Sprints will issue membership cards to Full Time Competitors. Any misuse or those caught impersonating other team owners will have their membership revoked immediately and will forfeit all membership benefits including the points fund.

If membership cards are issued and such are lost, the replacement fee for such card is \$100.

4.2. Other Competitors

- 1.1.1. There is a \$20 per car entry fee required for each non member that will be deducted from each car at payoff.

4.3. All Competitors

- 4.3.1. The only requirements are to fill out appropriate paperwork (Driver Entrant Form, Entrant Agreement, W-9, liability release, indemnity and waiver, insurance and other documents) as required by GLTS Officials.

4.4. General Conduct

1. All Competitors agree to act in a professional manner as determined by GLTS Officials. The professional manner includes, but is not limited to verbal representation, written representation, electronic representation, social media and/or any representation that may represent or reflect on the Great Lakes Traditional Sprints, the sport of Sprint Car racing and/or motorsports in general and/or any affiliates.
1. All Competitors will not be permitted to compete and/or participate while under the influence of any alcoholic beverages, marijuana and/or illegal substances.
2. During an Event, any Competitor may be requested to report to the Great Lakes Traditional Sprints Trailer or other agreeable location for consultation with GLTS Officials. The request may be communicated over the one-way radio and/or verbally. Failure to comply with the request will be subject to fine and/or suspension and/or any other action deemed appropriate by GLTS Officials.
3. As a disciplinary action, a driver and/or race team may be parked during and/or after any Great Lakes Traditional Sprints Event. Parking is a directive from a GLTS Supervisory Official to cease competition and may include a directive for the Competitor(s) to not participate in an Event for a set number of laps and/or complete Event(s) and/or future Events and/or leave the premises in order to promote the orderly conduct of any Great Lakes Traditional Sprints Event. This directive will only be given in extraordinary circumstances by the GLTS Supervisory Official. Parking will not be construed and/or deemed to be a disqualification and/or suspension and/or other "penalty" as referenced in Section 10 and is not appealable.

4.5. Series Championship

- 4.5.1. **Championship** – Great Lakes Traditional Sprints will award Sprint Car drivers ("Drivers") points based upon their finish in each Series race Event as set forth in Section 9 of this rulebook. At the end of the Series scheduled season, the Great Lakes Traditional Sprints shall announce one Drivers Champion. Posted championship prize money will be awarded solely to the car owners based on the final end of season Drivers Champion standings, this is based upon their cumulative points total for the Series. Tie breakers for Drivers points will be dictated in the following order: number of wins, number of 2nd place finishes, number of 3rd place finishes and so on until the tie(s) is broken.
- 4.5.2. **Rookie of the Year Award** - Rookie candidates are a member driver who has competed in no more than a total of six previous Great Lakes Traditional Sprints Events and has not completed previously in a full-size non-winged sprint car. The rookie driver who finishes highest in total points will determine Rookie of the Year. Eligible drivers shall run at least 70% of total points paying races

There may be seasons that no Rookie of the year is awarded.

5. Personal Safety Equipment

5.1. Safety

- 5.1.1. All drivers are required to wear SNELL approved helmet, a fire retarding uniform, protective gloves and arm restraints during competition. Fire retardant underwear is highly recommended
- 5.1.2. RACEceiver Radios are mandatory; we reserve the right to penalize drivers that don't run a RACEceiver. No two way radios will be allowed. Any driver who willfully ignores orders given by GLTS officials in such a way as to bring potential harm to another competitor, official, or fan will be expelled for the night.
- 5.1.3. All cars must be equipped with adequate seat belts, shoulder harness and crotch strap. Great Lakes Traditional Sprints strongly recommends a five point hookup with 3 inch belts. Full Containment Seat is highly recommended.
- 5.1.4. It is highly recommended, that the Steering Wheel is secured with a pull type, quick release hub or button style, quick disconnect. Use of removable pin style hubs is not recommended at all due to high risk of failure. It is the driver's responsibility to make sure the steering wheel is securely attached before entering the racing surface. Your safety is truly in your own hands
- 5.1.5. An onboard fire suppression system is highly recommended (but not mandatory) on all cars with nozzles positioned to coat the Engine, Driver, and Fuel Cell.
- 5.1.6. Approved front axle tether systems are highly recommended. The tether mounting must meet the SFI 55.1 specification which includes two (2) Vectran® HS V-12, or Dynemma 12 tethers attached to the chassis. Tether systems must include a "king pin to king pin" tether that will attach to the axle clamp/band. Tether cables should be installed using the manufacture's provided fasteners. Tether systems of any type must be pre-approved and installed in accordance with the manufacturer's instructions.
- 5.1.7. If utilized, a tether is required on both left, and right sides of the Front Axle. Tethers must be mounted from the Front Axle, just outside the Radius Rod hookups on both sides of the Front Axle, utilizing the aluminum mounting brackets provided by the manufacturer . Tethers must extend to the second upright of the frame and be attached below the front engine mounts. Tether must be attached with a slipknot around the upright. Crews cannot alter the intentions of the Axle Tethers.
- 5.1.8. If a car needs to be fired in the Pits, the person in the car must be in full safety gear with seat belts properly attached.
- 5.1.9. No flammable liquids allowed in the cooling systems.

6. Racing Event Procedures

6.1. Inspections

- 6.1.1. All Sprint Cars entered and present at any Great Lakes Traditional Sprints Event that are intending to compete in the racing Event must be able to pass a pre-race inspection prior to any on-track activity and must have or obtain an inspection decal and affixed to the chassis. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's transporter. Refusal to present the Sprint Car vehicle or preventing Officials from completing pre-race inspection will result in disqualification from that Event in addition to potential penalties, suspension and/or fines.
- 6.1.2. All Sprint Cars are subject to a complete inspection at any time during the Event.
- 6.1.3. Fuel will be inspected during periodic intervals utilizing a hydrometer and by chemical analysis through a fuel chemist. If a fuel sample is chemically analyzed, all winnings of that particular Sprint Car from that particular racing Event will be held until the analysis has been completed and a determination has been made by the GLTS Officials.
- 6.1.4. GLTS Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

6.2. Pill Draw

- 6.2.1. All drivers and teams must draw for a position in time trial qualifying at the designated location in order to be officially entered for the Event. The drivers and/or teams are responsible for their own pill draw.
- 6.2.2. All pills must be drawn prior to the posted Drivers Meeting time. Team Owners will have the ability to have someone draw for a time trial position on their behalf if the team is late arriving
- 6.2.3. If a Sprint Car and Driver show up after the start of the Drivers Meeting, but before qualifying has ended, they will be placed at the end of the next heat race with the least amount of cars.
- 6.2.4. If any Sprint Car(s) scratches after the pill draw and before the start of the Drivers Meeting, they will be removed from the entry list.
- 6.2.5. The entry list becomes official at the start of the Drivers Meeting.

6.3. Drivers Meeting

- 6.3.1. All drivers must attend the Drivers Meeting. A roll call will start each meeting along with a sign-in sheet. The Driver and Crew Chief from each Team are required to attend each meeting. Those drivers or crew chiefs in violation of not attending the Drivers Meeting could face a qualifying penalty, fine, loss of driver's points and/or suspension.

- 6.3.2. The number of race cars starting each Event and the number of laps for each event will be announced at the Drivers Meeting.
- 6.3.3. Any changes in the basic Event night program due to car count, track conditions and/or any other circumstances will be announced at the Drivers Meeting.
- 6.3.4. There may be special event shows during the year that do not follow the standard Great Lakes Traditional Sprints racing formats. When such events occur, all teams will be informed of specific program and/or procedural changes for that particular event. All racing programs are subject to change and any such changes will be explained at the Drivers Meeting.

6.4. Hot Laps

- 6.4.1. If wheel packing is necessary, participation is required to retain time trial position. If a Sprint Car and Driver do not wheel pack, they will be placed at the end of qualifying and be given one lap to qualify with a time no better than 50% plus 1 position of the group.
- 6.4.2. Drivers must hot lap in posted group unless having trouble that is reported to a GLTS Official.
- 6.4.3. Except in rare instances, hot laps will be limited to one session per group.

6.5. Qualifying

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

- 6.5.5. All cars must report directly to the scale location after completing their time trial lap(s) and meet the minimum required weight with the Driver in the Sprint Car. Refusal to report directly to the scales after completing time trial lap(s) will be considered a disqualification from time trials. If time trials are interrupted due to weather or an electronic timing issue any hot lap/heat race groups that have been completed will retain those times. Whichever group had the interruption will need to re-qualify once the weather allows or electronic issue has been fixed or timing light is set up.

6.6. Racing

• Starts

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

• Restarts

1. All restarts will be single-file order. The leader has the option to increase speed anywhere between the apex of turn 3 and 4 and the end of turn 4. The grid must remain single-file, until the race is started. The race leader sets the pace and is the control car. Once the leader starts the race it is started for the entire field.
2. All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall in behind the last car on the lead lap in their order of running.
3. A restart cone will be placed on the front stretch of the racetrack.

4. If a car passes to the left of the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose-to-tail alignment and/or is guilty of an excessive gap between cars, then that car will be penalized. When this infraction occurs, GLTS Officials may exercise their discretion and 1) call for an immediate restart and penalize the offending car(s) two positions prior to the subsequent restart or 2) not call for another restart and allow the race to continue and then penalize the offending car(s) two positions under the next yellow, red or checkered flag. If there are multiple violations by the same car(s), the respective car(s) may be disqualified from that respective race.
5. If the leader is unable to properly restart the race after one (1) attempt, the leader may be warned or penalized two (2) positions.

- **B-Main**

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

- **A-Main**

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

6.7. General Racing Procedures

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

drivers via one way radio communication. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will be continue from the last lap scored.

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

determination of what constitutes deliberately instituting a caution period will be at the judgment of the GLTS Officials.

- 6.7.23. Adding fuel, whether on the track or in the work area, will not be permitted when yellow flag and/or closed red flag conditions exist. Violators are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLTS Officials.
- 6.7.24. In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle, or another race car during push-off, or under yellow flag conditions or other non-racing activity and such incident is witnessed by a GLTS Official, then repairs can be made to the contacted vehicle and that car will maintain its running position. The maximum time period allotted for such repairs is six (6) minutes. If repairs can be completed within this time period, then the car will be scored where it was running or scheduled to start when such accident took place. In the event that the car may not complete the race, the car will be scored last on the lap in which that car has completed.
- 6.7.25. For any cautions before the first lap is completed the line-up would be adjusted as follows: any cars not involved in the caution will move straight forward. The exception being if 2 cars drop out from the same column, then the remaining cars will be crisscrossed.
- 6.7.26. Designated work area time is 2 minutes for A-Main for any work to be preformed. The work area is only open for main events; however, time will not be given to a car one or more laps down, and last half of any main event. After a flat tire occurs after push off before initial green in the A-Main, 1 minute will be given in the work area. Work area guaranteed time is limited to one occasion during any event. Any additional work area trips will not have guaranteed time. No changing of any tire or wheel unless flat or damaged and approved by an Official. No adding fuel in the work area unless it's an open red. Any cars going to the work area and re-entering the race together will be positioned in the order of their last scored lap at the rear of the field behind cars that are on the same lap as they are. If a restart green flag is displayed and followed by a yellow or red flag before a lap is scored, then any car(s) that remained in the work area can re-enter the race but will be positioned behind any same lap car that took the aforementioned restart green flag. Any car(s) remaining in the work area after a restart lap has been scored, may NOT re-enter that race.
- 6.7.27. Late arriving driver and car combinations will be allowed to race under the following guidelines:
 - A. If car and driver arrive after time trials are completed, they will be placed at the tail of the heat race that is next to have a car added to it.
 - B. If car and driver arrive after the first heat race has started, they can be placed at the tail of either the next event they are ready for. Cars will need to start those races in order to get paid.
 - C. If car or driver arrive after the first heat race has started and there is no B-Main, car and driver would need to start the A-Main in order to get paid. If car and driver do not start the A-Main, they will not be paid.
- 6.7.28. If any car which has been confirmed "scratched" to a GLTS Official by a designated team representative, wishes to re-enter, the car must start on the tail of any event it is qualified for. If any cars scratch or elect to go to tail prior to a race line-up being posted on the line-up board, remaining cars will be crisscrossed forward in the line-up.
- 6.7.29. All work on the racecar, once any race has been staged, must be completed in the designated work area unless informed otherwise. Any participants who work on the car other than in the designated work area are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLTS Officials.

- 6.7.30. All cars will receive only one (1) 'push-off' per race. If a car needs more than one (1) 'push-off', except for safety reasons, during any race, that car will be placed at the tail end of cars on the same lap. A 'push off' is considered completed only when the pushed car has started and pulled away from the push vehicle.
- 6.7.31. Competitors will not be permitted to tamper with track racing surface. Any participants who tamper with the track racing surface are subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by GLTS Officials.
- 6.7.32. The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.
- 6.7.33. The GLTS scales will be available and open to scale cars prior to hot laps at every event.
- 6.7.34. All cars are subject to being weighed at any time during any event
- 6.7.35. If a car is found to be light after any event, the car will be disqualified from that event and will line-up at the tail of the next scheduled race. Any car that is found to be light after the A-Main will be disqualified, awarded no points, and receive no money.
- 6.7.36. Each car will have (3) three attempts to meet the minimum required weight.
- 6.7.37. When instructed to do so by the GLTS Officials, cars must proceed immediately to the scale area. Competitors will not be permitted in the area and/or to approach the car prior to reaching the designated area until it is weighed and released by a GLTS Official. Any team interference prior to the release will result in disqualification.
- 6.7.38. Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the weighing process unless released by GLTS Officials. If a driver leaves the car without prior consent it could result in a disqualification from the event in which the car is competing in.

6.8. Flag Rules / Official's Signals

Green Flag:

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

Yellow Flag:

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

Red Flag:

- 1. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident. Any driver that fails to stop safely before the scene will be disqualified.
- 2. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by GLTS Officials.

3. At the discretion of the GLTS Officials a work area may be designated on the racing surface. All cars will be pushed to the designated work area on the racing surface before work begins.
4. CLOSED RED: The track will be closed. Competitors will not be permitted on the race track and/or to their race cars.
5. OPEN RED: The GLTS Race Director will determine when the track is open. When the Race Director determines that the racing may resume; an air horn designating the start of a 2-minute work period will be sounded. Any repairs and/or adjustments **including refueling**, except **removing/**changing a tire or wheel, can be made to the race car. At one minute remaining, the air horn will be sounded twice. At the end of the 2-minute period the horn will be sounded, officially ending the work period. Crews must be clear of their car when the 2-minute period has expired or be penalized 2 running positions. Last row cars violating this procedure will be penalized 2 positions from their finishing position. Any car still being worked on once the field has started assembling will be disqualified and not allowed to re-enter the race. **Any car requiring the removal/change of a tire or wheel shall be pushed to the designated work area and will subsequently be realigned at the tail of the field.**

Black Flag:

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

White Flag:

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

Checkered Flag:

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

Official Signals:

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

6.9. Back Up Cars / Driver Changes.

- 6.9.1. Any substitute driver may or may not be a driver that has not already competed in the respective event.
- 6.9.2. A backup car may be introduced at any time between qualifying and the start of the A-Main due to

the original car not operating properly and/or from extensive damage. Such determination will be at the sole discretion of the GLTS Officials.

- 6.9.3. Any such change will result in the driver starting at the rear of the next race in which the car has qualified for.
- 6.9.4. If a driver changes cars after practice, that driver will remain in his drawn position for time trial qualifying and will be positioned in subsequent races accordingly. If a backup car is introduced, the car must pass pre-race technical inspection prior to any competition. A backup car may be obtained from any source and does not have to be part of a team's original equipment. Once a car has been withdrawn by a team from an event, that car will not be allowed to be resubmitted to competition during that event.
- 6.9.5. Officials reserve the right to waive certain aspects of the backup car rules when an event consists of 2 or more A-Main events.
- 6.9.6. If a car is entered into an event, it may only be used as a backup for another team if the car has completed its racing events without successfully qualifying for the next respective race. For example, if a car did not transfer to the B-Main through the C-Main, that car would then be eligible to be used as a backup car for another team. If a team voluntarily withdraws its car from an event without completing the racing events in which the car qualified for, that car is not eligible to be used as a backup for another team.

6.10. Series & Car Decals

- 6.10.1. The Great Lakes Traditional Sprints logo must be placed on top section of sail panel right and left side for contingency programs and point funds. Great Lakes Traditional Sprints sponsor logo(s) must be placed on right and left lower cockpit side panels to be eligible for contingency programs and point fund.
- 6.10.2. The GLTS Officials may refuse to allow a participant to compete in an event if it is determined at their discretion that any advertising and/or sponsorship or similar agreement is detrimental to the sport, the Series, the event promoter, including the image of the sport.
- 6.10.3. Failure to comply with any of the above rules may result in a loss of Point Fund monies, purse monies and/or any other penalty as deemed necessary by GLTS Officials.

7. Scoring

- 7.1. Split Scoring will be utilized for all races within the Event.
- 7.2. All races are scored at the designated finish line. Electronic scoring line may not always be the same location as the finish line.
- 7.3. The official starting lineup will be posted by the GLTS Officials after the completion of all qualifying events.
- 7.4. Restart lineups will be derived from the Series scorer using the electronic scoring system.
- 7.5. All cars that were scored under green flag conditions will hold that scored position with all other cars lining up according to their last completed green flag scored lap. This partial lap will count toward the Event's total number of laps.

- 7.6. A lap will not be scored on the original start and/or any restart unless all cars complete the lap by passing through the start/finish line, except for the cars involved in the incident.
- 7.7. On all yellow & red flag stoppages, lapped cars will be placed at the tail.
- 7.8. Any car deemed to have caused an intentional yellow because of a bad start, restart, becoming lapped, or in danger of being lapped, may be disqualified.

8. Payoff Procedures

- 8.1. All paid purses, appearance money and/or other awards and/or funds as outlined in the promoter's contract shall be paid to the car owner and/or designated owner's representative at the Great Lakes Traditional Sprints trailer following the conclusion of the last event. All such payments will be made only when transponders are returned.
- 8.2. A race is considered complete as determined by GLTS Officials. Purse will be paid at this point.
- 8.3. Full Time Competitors must present a Membership Card at payoff to receive a discounted entry fee.

9. Points Breakdown

The following table presents the points breakdown.

Position	Qualifying Points	Heat Points	A Feature Points
1	50	50	150
2	48	48	142
3	46	46	135
4	44	44	130
5	42	42	125
6	40	40	122
7	38	38	119
8	36	36	116
9	34	34	113
10	32	32	110
11	30	30	108
12	28	28	106
13	26		104
14	24		102
15	22		100
16	20		98
17	18		96
18	16		94
19	14		92
20	12		90
21	10		88
22	10		86
23	10		84
24	10		82

- 9.1. 80 points will be awarded to anyone failing to make the A-Main, but takes the green flag in the B-Main.
- 9.2. 65 points will be awarded to all drivers that qualify and compete in their heat race but fail to make it out for any feature race.
- 9.3. 65 total points will be awarded to all drivers that make an effort to compete but fail to take a competitive green flag in qualifying.
- 9.4. Each Great Lakes Traditional Sprints sanctioned event(s), regardless of the purse or format, will be full point awarding events, unless GLTS Officials announce, prior to a scheduled event, that said event will not award points.
- 9.5. Tiebreakers for year end points fund will be the number of A-Main wins, followed by 2nd place finishes and so on, until all ties are broken.
- 9.6. In the event GLTS has a sanctioned race, but it is co-sanctioned with another series, all participants that race all night will receive the maximum points allowed (250). If a participant does not run the feature (A or B), they will receive 50 points less.
- 9.7. GLTS event cancellation policy: All full-time members in attendance (on site) with a purchased pit pass and their car, verified by GLTS officials, at the time official pill draw is **closed**, will receive 50 appearance points.

10. Race Format

2 Heat Format – 17 Cars or Less

- A. Everybody qualifies within a single flight to lineup 2 Heat Races (8 Laps).
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. All transfer to A-Main.
- D. Top 3 to redraw.
- E. All other positions line straight up from heat finishes in A-Main

3 Heat Format – 30 Cars or Less

- A. Everybody qualifies within a single flight to lineup 3 Heat Races (8 Laps).
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. 1st-5th transfer to the A-Main with all others to B-Main
- D. Top 2 to redraw.
- E. A-Main is lined up by finishing positions 3-5 from heat races lining straight up behind redraw cars.
- F. B-Main is lined up by heat finishing positions 6+ straight up. B-Main transfers line straight up in the A-Main from B-main finishing positions behind A-main cars

4 Heat Format – 31 Cars or More

- A. Qualifying will be seeded into 2 groups. We will draw to see which group is A and B
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. 1st-4th transfer with all others to B-Main, C-Main if needed
- D. Top 2 to redraw.
- E. A-Main is lined up by finishing positions 3-4 from heat races lining straight up behind redraw cars.
- F. B-Main is lined up by heat finishing positions 5+ straight up. B-Main transfers line up in the A-Main straight up from B-main finishing positions behind A-main cars
- G. C-Main may be added depending on car count. C Mains transfer 2 to back of next main
- H. B, C mains may change in car count depending on track size and/or conditions.

6 Heat Format – 51 Cars or More

- A. Qualifying will be seeded into 2 groups. We will draw to see which group is A and B.
- B. Heat race will be inverted by 4 with the following placement: 4,3,2,1,5,6,7,8,9
- C. 1st-2nd transfer with all others to B-Main, C-Main if needed
- D. Winner to redraw.
- E. A-Main is lined up by 2nd place finishers from heat races lining straight up behind redraw cars.
- F. B-Main is lined up by heat finishing positions 3+ straight up. B-Main transfers line up in the A-Main straight up from B-main finishing positions behind A-main cars
- G. C-Main may be added depending on car count. C Mains transfer 2 to back of next main
- H. B, C mains may change in car count depending on track size and/or conditions.
- I. 1 or 2 NQ races may be added after 48 cars are present. Top 4 or 8 in the NQ(s) transfer to the back of subsequent heat races.

Lap Counts

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

11. Penalties, Fine Schedules & Protests.

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

type will increase the severity of the penalty.

11.1. Penalties and Fine Schedules

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

and/or loss of points and/or any other action deemed appropriate by GLTS Officials. Maximum fine: \$500.

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

11.2. Protests

- 11.2.1. All protests must be turned into the Great Lakes Traditional Sprints Series Director within five (10) minutes of the posting of the official finish.
- 11.2.2. The protest filing fee and protesting fee must be paid at the time of the protest.
- 11.2.3. Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest.
- 11.2.4. Any refusal of inspection and/or non-compliance during an official protest will result in the disqualification of the protested car and the prescribed penalties.
- 11.2.5. If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee.
- 11.2.6. If the car protested is found to be illegal, the protesting fees will be returned to the team filing the protest less the protest filing fee.

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

12. Car Rules

12.1. Engine

- 12.1.1. Carburetor or fuel injection allowed.
- 12.1.2. All engines must be normally aspirated, internal combustion, four cycle, reciprocating piston type, incorporating a maximum of eight cylinders. Engine maximum 410 C.I.D. Only one spark plug per cylinder will be allowed. Camshaft timing must be fixed. Any device used to alter camshaft timing during engine operation is prohibited. Severe penalties will be issued to the entrant and engine builder if such devices are found.
- 12.1.3. GLTS. reserves the right to disallow any engine for competition, which in its judgment does not meet the spirit and intent of competitive racing, in regards to cost and/or performance. Any engines not covered by the preceding specifications must be submitted for approval prior to entering a competition.

12.2. Fuel

- 12.2.1. Methanol or Ethanol only. No nitro or additives or any kind allowed. Fuel is subject to be checked at any time. If fuel is found illegal, driver and car will be disqualified, and all points and money will be forfeited for that event. Driver or car owner will be responsible for any lab cost for fuel test.
- 12.2.2. Fuel tank: Fuel cell/tank and bladder are mandatory.
- 12.2.3. No smaller than 24 gallon fuel tanks allowed at any time (27 gallon or larger fuel tank recommended).
- 12.2.4. A fuel shut-off valve shall be required within easy reach of the driver while sitting in the car.

12.3. Tires and Wheels

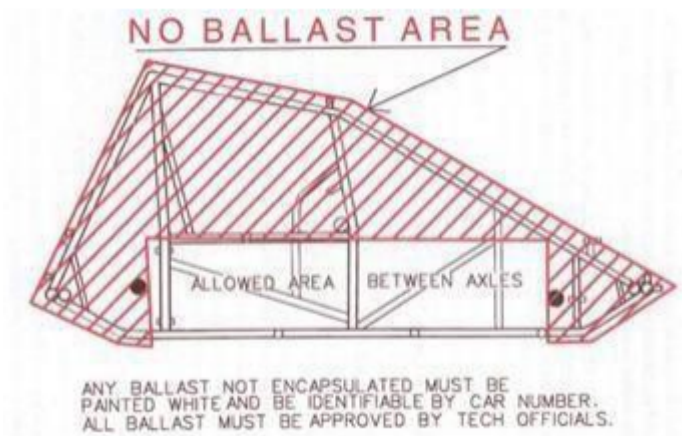
- 12.3.1. Any Hoosier right rear tire must be a one of the following:
 - 1. 105 x 16.0 stamped Medium
 - 2. D15A
- 12.3.2. Only Hoosier Tires on all four corners of all cars
- 12.3.3. Bead locks recommended on all wheels. Insert type from rubber wheel covers or covers that are securely screwed to wheels will be the only of type wheel covers acceptable.
- 12.3.4. Maximum right wheel width is 18-inches, maximum left rear wheel width is 15 inches.
- 12.3.5. Absolutely no tire prep is allowed. Any car found with illegal tires (on or off the track) will be DQ'd for the remainder of the season and any points fund money will be forfeited.

12.4. Chassis Specifications

- 12.4.1. Any sprint chassis is allowed, but it must pass any test prescribed by the safety inspectors. The roll cage must be of a four-post design. No dirt champ cars. No elliptical (oval shaped) tubing used on or as part of the main frame structure. Minimum wheel-base of 83 inches, maximum wheel-base of 90 inches. No aluminum or titanium frames.
- 12.4.2. Triangular side panels on roll cage allowed within roll cage. No side foils, rudders or panels are to extend beyond the roll cage on any side, no body pieces are to extend beyond or underneath the racecar. Anybody panel not meeting GLTS specifications must be removed.
- 12.4.3. The maximum distance from the leading edge of the front bumper to the leading edge of the front torsion tube is a maximum of 8". The maximum distance from the leading edge of the front bumper to the leading edge of the front axle is 20".
- 12.4.4. Rear bumpers and nerf bars must be steel or stainless steel, min. 1" diameter, min. 0.65 thickness and bolted on. Nerf bars mandatory and must not extend beyond tires.
- 12.4.5. Front axle must be steel only. Axle tube must be one piece. 52" maximum width. No independent front or rear suspensions. Drag link rods must be attached to the frame with a tether strap
- 12.4.6. Brake rotors must be steel, aluminum, or titanium.
- 12.4.7. No offset motors will be allowed, engine must be directly in front of driver. Driver must straddle driveline. All drivelines must be broken in the coupler or rear end slider, fully enclosed and contain no more than one U-joint or C-V joint. Steel driveline hoop or strap is mandatory.
- 12.4.8. Driver's seat must be bolted in with a minimum of four bolts. High back style seat is mandatory. Safety harness lap belt must be routed through the belt holes in the side of the seat.
- 12.4.9. Roll cage must have protective padding. Roll bar padding must cover upper part of roll cage on both sides, and behind the driver's head. Roll bar padding must also be placed on any bars near the driver's head. Roll bar padding not required if a full containment style seat with padding on sides and

back is used.

- 12.4.10. Protective rock screen must be installed in front of driver, with no larger than 4" square (2"x2") opening.
- 12.4.11. The right-side cockpit opening must be a minimum of 10 inches vertical at any point and 21 inches horizontal with no other opening less than 10".
- 12.4.12. Unaltered mufflers are required at all tracks. All mufflers must be bolted, clamped or welded on header. If a muffler is lost during a racing event the car will be disqualified and scored last. GLTS officials reserve the right to measure Db levels of any competing car to ensure muffler is working properly.
- 12.4.13. Other than shock cockpit adjusters, no cockpit adjustable devices. This includes, but is not limited to brake bias, suspension and fuel.
- 12.4.14. Minimum weight will be 1,425 pounds with driver, at the conclusion of the race. No weight allowance of any kind. Any bolt-on weight must be painted white and the car number must be on the weight. Loss of any bolt-on weight during competition will disqualify the individual from that event. Bolt-on weight can only be added in the areas designated in the accompanying diagram. The weight must be securely attached and must remain in place during a race. It must not be moved or removed during a red flag situation. We reserve the right to disqualify any individual whose weight mounting procedure does not meet our specifications. (see illustration)

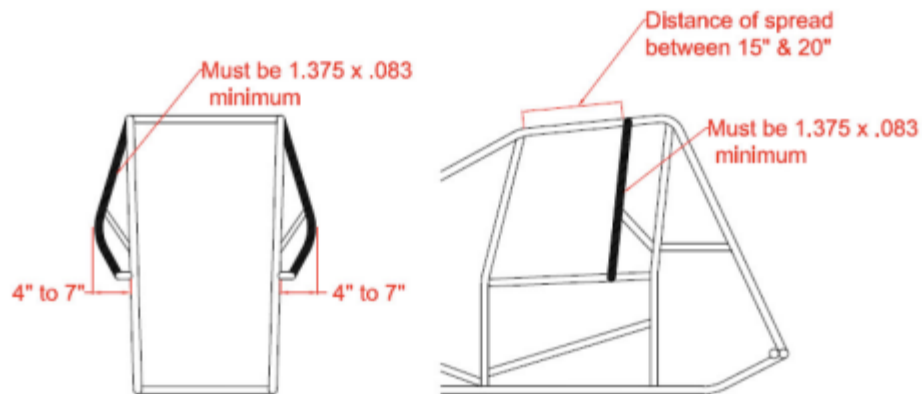


- 12.4.15. Weigh in procedures. A pre-determined number of cars from each event must weigh in immediately after the race. Failure to report directly to the scales after race will result in disqualification for that race and scored last. Excess mud will be removed before crossing scales. Any car not meeting 1,425 pounds minimum with driver will be disqualified for that race, scored last and will start last in any further race that evening after the minimum weight has not been met. Only two crew members plus the driver will be allowed in the scale area. Violation will result in disqualification.
- 12.4.16. No traction control devices of any kind allowed. This includes mechanical and electronic. No wheel speed sensors permitted. Violation of this rule will result in a one-year suspension. Teams may be required to disconnect tachometers at any time.
- 12.4.17. No Hollow or drilled out bolts anywhere.

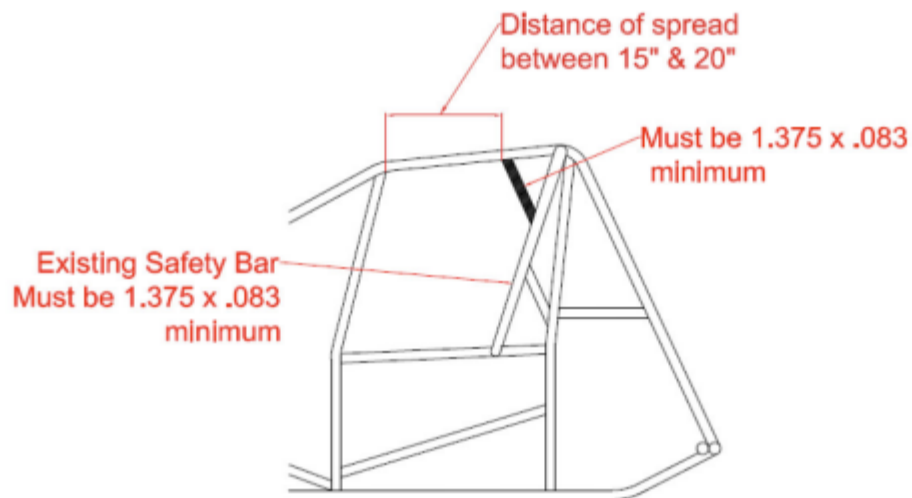
12.5. Support Bar Diagrams

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

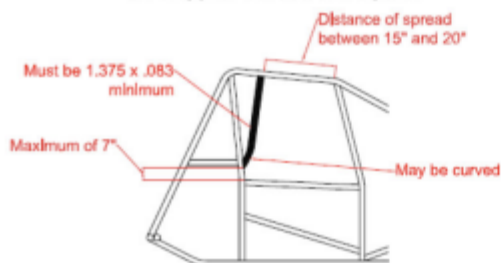
#1 Support Bar



#2 Support Bar



#3 Support Bar Curved Option



#3 Support Bar

