



P. O. Box 2440 / Anderson, IN 46018 / 765-642-0206

2008 ANDERSON SPEEDWAY

RULES AND SPECIFICATIONS

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION 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 or official.

The race director shall be empowered to permit deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Rules and regulations, if not covered herein, will be interpreted by management or designated officials and their resulting decisions will be final.

The Management of Anderson Speedway - Action Entertainment, Inc.

These rules are effective January 2, 2008 and supersede all previous rules.

The Management of Anderson Speedway Reserves the Right to Change the Rules as They Deem Necessary to Ensure Fair and Competitive Racing.

RACING PROCEDURE RULES

The following are the track rules that apply to all divisions unless otherwise stated in the driver's meeting.

1. An owner or their representative **MUST** report to the scorer upon entering the pits, to report car # and driver for each division for the night's events. Failure to report may result in a DQ and or the loss of points and money for the night's events. If a car is going to run two different #'s, i.e. ThunderCar, it must have two different drivers. (See Car Numbers #4). A car owner must run the same car for the entire event to earn points and purse. If a car owner switches his number to another car during the event his registered driver for that night must drive the new car and start at the tail of the feature and the fast heat.
2. **When transponders are used for scoring, it is mandatory the all transponders be affixed to the vehicles properly and with an approved transponder bracket. Failure to do so will result in a minimum \$100 fine and possible disqualification. Car owners are responsible for proper care and damage to transponders.**
3. If a points-based system is used to establish some part of the field, a team must have been present the prior week to start in that portion of the field that is inverted. Also, for point's inversions, if a team has not run 50% of the races, management may elect to start that team in its inverted qualifying position or some other reasonable alternative.
4. The registered owner and/or driver of a car must be present and compete. Absence of a registered owner and/or driver to compete in their own vehicle for more than two weeks will result in loss of all points earned for their team for the weeks they were not present. Management may waive this rule with prior consent and good cause.
5. Standard driver's meetings will be held immediately following the night's qualifying or at a designated time by the race director.
6. Those who fail to qualify in their designated spot will lose 1 lap and points from qualifying and inversion eligibility. These drivers cannot start higher than the first position after the inversion based on qualifying time.
7. When 2 laps are given in qualifying, once the green flag is taken, that lap will count as a qualifying lap regardless of problems during qualifying. When 1 lap is given in qualifying, a driver that spins or has a major mechanical failure during his qualifying run, may make another attempt, but loses all points from qualifying and is not eligible for the inversion. In Figure 8's, the best a driver may start, that re-attempts to qualify, is one spot behind the midpoint of the field.
8. Drivers must be staged in the staging lane off turn 3 prior to the start of their race and it is their obligation to be there at the appropriate time based on where they start in the line-up. Drivers are expected to know where their starting position is prior to arriving at the staging area. Late drivers may be forced to start at the tail of the field at the discretion of the race director.
9. On starts and restarts, no passing may be done until the green flag is displayed. When the green flag is displayed, passing may be done anywhere on the track, on the outside. Cars and trucks must maintain their positions until the green flag is displayed "When its green...it's green all over". However, there can be no passing on the inside lane until the vehicle has crossed the start/finish line.
10. There will be no racing back to the caution once the yellow has been displayed. Scoring will revert to the last scored lap where at least half the field has completed the lap (at the discretion of the race director & scorer). The only time racing back to the caution is allowed is when the leader has taken the white flag at the starting line, at which point cars will race back to the checkered flag, unless the race director calls for a red flag for an unsafe situation.
11. During red flags all cars must stop immediately and safely. Once permitted by the officials, all cars that go to the pits must re-start from the tail. No cars will be allowed to enter or exit the track during green flag conditions. Working on your car on the track or infield area will be considered going to the pits.
12. Unless otherwise stated, the following cars should report to the scales and tech area following their event: top 3 in heat races and top 5 in the features.
13. Slower and lapped cars must stay in the low groove and must yield a clear outside groove for lead lap cars.
14. Passing or racing on the apron of the racetrack will not be permitted or tolerated.
15. In the final 5 laps of any feature, only the lead lap cars will be allowed to restart at the front of the field after a caution. The remainder of the field will line up as they were running on the track. In the heats, lapped cars should use discretion and consider falling to the tail.
16. Drivers are not to expect a caution just because they have spun. The caution flag may not be displayed until they are a lap down and thus, should reenter the race immediately and safely.

17. Due to the limited space of the racetrack and safety of officials and fans, "Victory Donuts" or post race celebrations with vehicles or reckless driving will not be allowed and will result in sanctions or disqualification.
18. If a caution flag is displayed, all cars that have spun as a result of the accident and the party deemed directly responsible, must restart from the tail. Drivers involved in secondary incidents that happen after the caution flag waves (as deemed by the race director/scorer) will be permitted to return to their position. If the race director deems an accident intentional, the car deemed responsible will be put to the tail or disqualified. This may also apply to a driver who has been previously warned about their driving style or who has been deemed to violate a stated driving policy. The car that was spun may be permitted to return to their position. If the move over flag has been given to the leader and the leader ignores the flag and is spun, the second place car may be deemed the leader and the car that spun will go to the tail. This will only happen when the second place car is trying to pass on the outside. Also, if the move over flag has been given to the leader and he pinches the second place car into the wall, the black flag will be given and he will have to drop back to the tail of the field or will be relegated to the tail of the lead lap after the race. This rule will also apply to all positions on the racetrack.
19. Any driver receiving the black flag must leave the track immediately or face disciplinary action. Scoring stops immediately when the black flag is displayed and will only be resumed when the situation has been rectified to the satisfaction of officials. Further sanctions will be taken against anyone who doesn't leave the track within 2 laps for any reason other than running over their qualifying time. If a car receives the black flag for running over their qualifying time, they will be allowed to drop to the tail and resume racing, without leaving the track. (**.3 sec breakout rule**)
20. Race officials are not permitted to work on a racecar in the infield or during a race. The driver must return to the pits for all repairs. Race officials may only assist with a window net, safety belts or safety equipment.
21. A fine of \$50 will be levied for a trophy that is not returned by a disqualified car.
22. Special races, i.e. National Crown, etc., may have special participation rules.
23. All results will be posted following the feature events and will become official 30 minutes after posting. Any protest of the final results must be in writing and delivered to the race director or track management within 30 minutes of the posting. Management may delay the official results if circumstances warrant investigation.

GENERAL RULES (for all Owners, Drivers and Crew Members)

The following are rules that apply to all car owners, drivers, pit crewmembers and all other persons in the pits, track and infield area at any event organized by Speedway Management. These rules apply to all divisions unless otherwise stated in the specific rules of the division.

1. Practice or hot laps will not be permitted on the track until all necessary safety equipment arrives for the event.
2. Cars will not be permitted to drive around the pits for warming up engines, etc.
3. Management or designated track officials will be the final judge on the ability and performance of drivers, their conduct and actions, and the safety and compliance with the technical specification of all cars.
4. All drivers must be 18 years of age. Pit crewmembers must be at least 14 years of age. (Exceptions to these guidelines must be approved by Management before the event.) No person under 18 years of age, without a parent waiver form completed, will be allowed to enter the pits, track, or infield area. All drivers, owners, pit crews, race officials, wrecker crews, ambulance crews and all other working or visiting persons shall sign official insurance forms and a liability release and waiver form before entering the pit area. All persons who choose to enter the pits must have a visible and valid pit pass before they will be allowed to enter or remain in the pits, track or infield area.
No Exceptions!
5. Drivers will not be permitted on the track without safety equipment properly secured in position. Safety equipment shall include window net, helmet, seat belt and shoulder harness, fire extinguisher in-car and complete, hole free and approved fire suit.
6. Technical officials have the right to inspect and approve cars for compliance with technical specifications, track rules and safety equipment requirements. Violation of the rules outlined in this rulebook and/or unsportsmanlike conduct may result in the disqualification of the car, driver and owner and a suspension for a minimum of two weeks of applicable point's events, a fine and/or the loss of all accumulated points and purse money for that night. In addition, fighting and/or use of a race vehicle as a weapon will result in an automatic **fine, point sanctions and possible suspension**. Subsequent infraction by the same individuals or team will result in substantially greater penalties which may include suspension for the balance of the racing season or permanently, loss of all accumulated points, point fund monies and purse monies for the year. All fines must be paid before the penalized party may compete.

7. Suspensions may include the car, car #, driver, owner or crew members associated with the party who engages in conduct, actions and behavior which is deemed to be detrimental, harmful, damaging or threatening to other participants, drivers, car owners, crew members, officials or spectators. An individual or entire crew may be suspended with the decision of management being final. **All car owners are responsible for their driver, crewmembers and guests, and may face suspension of their entire team based on the actions of one crewmember. Unsportsmanlike conduct will not be tolerated at Anderson Speedway!**
8. Any person who assaults or threatens to do bodily harm to any other person will be deemed to be in violation of these track rules and may face penalties as outlined above. **Fighting or verbal abuse of track officials is a definite violation of these rules** and those deemed to be in violation will also face penalties as outlined above.
9. All participants who have purchased a membership license and/or pit pass, agree and affirm that they have read and fully understand these rules, regulations and car specifications as published by Action Entertainment, Inc. d/b/a Anderson Speedway and that they accept, agree to follow and abide by all of these rules and regulations. In the event they should violate any of these rules, either knowingly or unknowingly, they fully accept the consequences and understand that the decision of the management or designated track officials are final and in compliance with these rules and regulations. Anyone who does not wish to accept, comply with or follow these rules is able and free to withdraw their car from competition at any time and remove it immediately from Anderson Speedway property. All persons purchasing a pit pass fully understand and agree that all participants at Anderson Speedway must comply with these rules and regulations and that by purchasing a pit pass and/or membership they freely and voluntarily choose to accept these rules and to participate in the race program at Anderson Speedway. Their voluntary and knowing participation in the racing program does not grant to the participant any property rights, interest, right or privilege to participate in future racing events. There is no obligation or requirement that Anderson Speedway allows a disqualified car, owner, driver, crewman or any other participant to continue to participate in a racing program or any future event. A determination that a violation of these rules and regulations has occurred is the sole discretion and best judgment of the management, track officials or tech committee.
10. The purse of any disqualified driver will be paid to the next position and all the other cars will move up one position. Only cars disqualified for technical reasons will be allowed to retain their perfect show status, where applicable.
11. The speed limit in the pit area is 5 mph. Disciplinary actions will be taken against those in violation of the speed limit.
12. No person shall be permitted in the infield or on the ramps at anytime unless otherwise specified by management.
13. During a race, no driver will be allowed to drive through the infield area. Should a driver spin into the infield area he must re-enter the track so as not to interfere with the other cars on the track.
14. No person holding rights to enter the pit area may drink intoxicating liquors or have alcohol in their system. Infractions of this rule will be immediately reported to track officials and said person or persons may be subject to a fine, suspension from the track for two weeks and loss of all accumulated points. Absolutely no alcohol is allowed to be consumed in the pits before or during racing activities.
15. A person holding rights to enter the pit area who is under a licensed physician's care and taking prescribed medication which may alter the person's ability to compete or may affect their safety in the pit area, may not compete or enter the pit area if management deems the medication may affect their safety or the safety of others. Anyone taking such prescribed medication must report this to management before entering the pit area.
16. Track officials may inspect any car or cars for any reason or purpose they deem necessary, at any time.
17. Management or designated officials will determine the number of cars to run in each event.
18. Any technical protest must be made by the car owner or driver competing in the same division and must be submitted in writing prior to the feature event. The written protest must specify, in detail, a single, specific part or rule in violation, be delivered to the chief technical inspector, race director or track management and be accompanied by \$150 (\$100 car owner, \$50 Speedway).
19. Anderson Speedway management reserves the right to tear down any engine. If the engine checks legal, the track will pay the car owner \$80 if heads are removed and \$25 if only the intake is removed.
20. Any driver, owner or crewmember that makes a legal claim against Action Entertainment, Inc. or their employees for any reason whatsoever, and loses, will not be permitted on Speedway grounds until further notice.
21. Any part that is found to be illegal or questionable by Speedway officials can be immediately confiscated and become the permanent possession of the Speedway. (If you don't want to lose the part, don't bring it to the track)
22. Mirrors, radio or crew communication (including from the grandstand areas) will not be permitted unless otherwise determined by the race director.
24. All prize monies will be paid by check and mailed to the owner the following week. Checks must be cashed immediately and will be void with no recourse after 60 days. There is a \$25 charge for any check that is reissued.
25. All participants, including but not limited to, car owners, drivers, mechanics and pit crews agree, consent to and understand that they must abide by all of the terms, rules and requirements of these rules and all other rules and

- requirements contained in this rule book and the rules of the Speedway, whether in writing, distributed individually or posted in a designated location at the race track or verbally delivered by the officials of the Speedway.
26. To be eligible for point's awards, a participant must have competed in 80% of the point's events and must be present at the banquet (unless otherwise approved by Speedway management in advance).
 27. Any reference to "cars" may also apply to the Truck division.
 28. To be eligible for "Rookie of the Year" honors, a driver must not have competed in more than 3 races in that division. To be eligible for rookie of the year honors, a candidate must have completed a special "Rookie Registration Form" by May 3, 2008.
 29. Cars which, deemed by management, which are not present to legitimately compete, will not receive any points or purse for that event. Starting a car in the feature with no intent to be competitive and only to earn starting money or points will not be tolerated.

SAFETY RULES AND EQUIPMENT (SuperTrucks, Street Stocks, ThunderCars & Fig. 8)

1. All SuperTrucks, Street Stocks, Figure 8's and ThunderCar Oval cars must have a complete roll cage and be approved by tech officials. Main cage must be made of 1 3/4-inch O.D. seamless steel tubing with no less than a .095-inch wall thickness. Critical joints must have gusset plates and bars around the driver must be padded.
2. All four-corner posts of the cage must be roof high and connected by a roof hoop. All four corner posts must fasten directly to the frame on the bottom and have cross braces at dash height in front of and behind the driver. All cars must have a minimum of 4 door bars on the left side and 2 door bars on the right. These door bars must arch out to the door panels. All cars should have braces from the main cage to the front and rear frame sections (including hoops).
3. All cars must have complete firewalls and floorpan. Street stocks, Figure 8's and ThunderCars must be O.E.M.
4. All cars must use an approved racing seat that extends at least as high as the driver's head. This seat must fasten directly to the frame and cage.
5. All cars must have an approved seat belt & shoulder harness (5 point). They must be no older than five years (2003). They must fasten directly to the frame and cage.
6. A racing helmet of Snell 2003 or higher quality is required. They must have an SA rating of SA 03 or newer.
7. All drivers must wear an approved fire suit, with no holes, at all times on the track. All drivers must wear a padded neck collar. The neck collar must properly fit the driver and fill the void between the driver's shoulders and helmet. A neck restraint such as a HANS device is highly recommended and may be required in the near future.
8. Steering columns must be padded with 2 inches of resilient material and should have a breakaway steering shaft. (excluding F.W.D.cars)
9. A standard, full size window net must be used. String type nets are not permitted. Operating, onboard fire extinguishers are required.
10. Fuel injection or nitrous systems are not permitted. (Exception F.W.D. cars-fuel injection only).
11. Only standard racing gas or pump gas that does not exceed a dialectic constant level of +1.0 (with a .4 tolerance) is allowed. Performance and masking additives are prohibited. (Unleaded Gas Will Not Meet This Test!)
12. Electric fuel pumps are not permitted. (Exception F.W.D. cars).
13. The battery must be securely fastened in a battery box and must be covered to prevent spills.
14. Fuel cells and gas tanks must be secured by 1 1/2 inch x 1/8-inch steel straps.
15. A driveshaft loop is mandatory and must be 6 inches rearward of front "U" joint.
16. A hook or chain must be on the front and rear of each car for wrecker hook-up (on the outside of the bumper).
17. Brakes must be in working order on all four wheels.
18. **All ballast must be painted white with the car # in a contrasting color. There is a minimum \$25 fine for lost ballast. Points may also be forfeited at track official's discretion.**
19. Fuel cells are mandatory, (exception F.W.D. cars), and must not exceed 22-gallon capacity. A minimum of ten inches of ground clearance is required.
20. All cars must have a door-plate made of 1/4-inch aluminum or 1/8-inch steel measuring 20 inches high and extending from the front door post to the rear doorpost.
21. All cars must have approved 15 inch x 8-inch steel racing wheels or approved steel spoked wheels on the right front. Other wheels are optional but must be steel and no larger than 15 inches x 8 inches. All wheels must be secured with 1-inch lug nuts or cars will not be eligible. (Does not apply to F.W.D).
22. Oil or Transmission Coolers are not permitted in the driver's compartment.
23. Anti-freeze is not allowed as a coolant and violators will be fined a minimum of \$25.

24. Tire softening or any effort to alter the performance of the tires will not be allowed. For the Hoosier Spec Tire, any durometer reading under "64" will be grounds for disqualification. Any attempt to artificially cool the tires or to overheat them will be grounds for further penalties.
25. All cars must use a radiator over flow catch-can with a minimum 1/2-gallon capacity. No overflow containers (water or transmission) are permitted in the driver's compartment.

SUPERTRUCK

The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to Speedway officials! This division shall be restricted to owners and drivers holding an Anderson Speedway competitor's license.

Section A: Eligible Trucks.

1. All Trucks must be a minimum wheelbase of 108 inches. Only frames from full-frame cars will be allowed (Chrysler excluded). No GM frames with strut type A –Frames allowed. No panard set-ups for any make allowed.
2. Minimum weight is 3100 pounds with a maximum of 57% left side weight.
3. No Mirrors are allowed. No radio or crew (including from the grandstand area) communication to the driver during any race will be permitted.
4. ARA Trucks may compete under their technical rules at a minimum weight of 2900lbs, with a maximum of 57% left side weight. They may run an OEM manual transmission. (See transmission rule # 10 Section B). Additional guidelines may be set based on 2008 ARA rules to insure fair competition. ARA trucks must use the Anderson Speedway SuperTruck tire.

Section B: Engine and Transmission Specifications

1. Maximum Allowable engine sizes for competing Trucks are as follows, flat top pistons only.
All Chevrolet 355 cu. in. / All Ford 360 cu. in. / All Dodge 365 cu. in.
2. All Chevy engines must use cast iron, straight plug and OEM Street cylinder heads. All other engines must use stock cast iron, OEM heads from **standard** production-line vehicles. No modifications will be allowed for any head except for the installation of 2.02 intake and 1.64 exhaust valves. **No port work allowed!** World Products SR Torquer Casting # I-052 and World Products S/R Ward OEM replacement heads are allowed. Vortex heads meeting current head rules will be allowed with a 50 lb. penalty. Fords may use the iron Windsor Jr. with the 171cc intake runner volume and cannot have the valve sizes altered. No Dodge W-2 castings allowed. Pro Action head #2236494906 will also be allowed. No head, by any manufacturer (GM, Ford, Mopar), may have an intake runner volume that exceeds 171cc.
3. All Trucks must use the following unaltered, spec. aluminum manifolds (GM - #2101, Ford - #2121, #2181 or Ford part #m-9424-C358, Chrysler - #2176) with an unaltered 1" adapter to the carburetor. Intake for Vortex heads is the Edelbrock Performer #2116. Water pumps may be aluminum.
4. No roller cams, roller lifters or mushroom lifters allowed.
5. All Chevys must use a stock OEM battery type ignition with no high performance add-on (msd. etc.) electronic ignition amplifiers. Module must be stock appearing and its standard retail cost cannot exceed \$70. GM trucks may not use any type of single or dual point ignition. Ford and Chrysler product may use an aftermarket Dual Point distributor but may not have any add-on electronic ignition amplifiers. Only one 12-volt battery is allowed for all competitors.
6. Trucks may use standard economy headers, over the top or underneath, but may not be 180-degree type. Headers on each bank must have 4 single tubes that collect at only one point and only with the exhaust from their cylinder bank. No part of the exhaust system may enter the driver's compartment and must exit the left side of the body at the lowest point possible, immediately in front of the left rear tire. Exception: Teams may exit exhaust on the right side of the body at the lowest point possible, immediately in front of the right rear tire if they use a Schoenfeld #112535 muffler at the end of their exhaust.
7. All Trucks must run an unaltered ("box stock") Holley 4412, 500 cfm 2-bbl. carburetor. No air induction allowed from the front. No fuel additives of any kind are permitted.
8. GM & Mopar engines must be located so the center of the 2nd plug back on the right side of engine is no farther back than within 1" of the centerline of the right ball joint. (Ford can be set back no further than 2")
9. All Trucks must maintain at least a 12 inch clearance between the center of the crankshaft to ground.
10. OEM cast iron manual transmissions may be used with a standard steel aftermarket clutch with no more than three discs and a minimum 7 ¼ inches in diameter. Clutch must rotate at all times that the driveline is engaged. Starter

must mount in stock location and the flexplate must be no smaller than 13 ½ inches. A **“blow proof” bellhousing must** be used. Automatic transmissions may be used with a direct drive steel coupler with no internal bypassing of rotating parts. All transmissions must have working reverse gear.

Section C: Suspension

1. Lower Front A-Frames must remain stock, in stock location, and unaltered. Spindles must be O.E.M. for the make of frame used (GM to GM, Ford to Ford). Standard Coleman, steel two-piece rotor/hub combination may be used for safety and must be the factory replacement piece as listed by Coleman. Use of these pieces is subject to prior tech approval.
2. Tie rods may be run as follows: OEM inner, steel sleeve and steel heim outer.
3. An aftermarket Upper A- Frame will be allowed, but must be non-adjustable. Mounting Position is optional. No heim ends allowed.
4. Jack bolts will be allowed on all four-corners.
5. Each truck is allowed one shock per wheel. Coil-overs are not allowed. Shocks must be steel bodied, not externally adjustable and are eligible for claim by any other competitor or Speedway management for \$75 each.
6. Any OEM type rear end may be used. Quick changes must use steel tubes, no magnesium center. Hubs, rotors and such must not be aluminum or lightweight. Floater rear ends and rear disk brakes allowed. All rear ends must be locked or use a spool. Traction Control in any form is prohibited. Aftermarket, steel heim and steel sleeved rear control arms may be used to replace stock control arms, but they must mount in the stock mounts in stock location on the frame. Only conventional 4-link rear suspensions allowed. No 5th arm, panard bar, j-bar or similar type rear suspension components allowed. All mounting points on the chassis and rear end must be single, non-adjustable type mounts. No multiple mounting slots or holes. The rear end must be located in the original position for the frame used and be within 2” of the middle of the original frame opening. Trailing arms (upper and lower) must be as close to stock length as possible, not to exceed 13” in length on top.
7. Front sway bars may not be driver adjustable and must ride in the stock location. Rear sway bars are not allowed.
8. Aftermarket coil springs may be used, but the frame and all other components must maintain a minimum ground clearance of six (6) inches (excluding exhaust and body). Body must maintain a minimum of four (4) inches of ground clearance. Leaf spring set-ups are not allowed on GM Products.
9. Tires will be the 8” Hoosier Comanche 26.5 and 27.5. Tire soaking is strictly **Prohibited** and violators risk serious sanctions.
10. Overall width from outside to outside of tire sidewall (front and rear) will not exceed 78 inches.
11. All trucks must utilize stock type cast iron brake calipers on front and rear.

Section D: Body and Interior

1. All Truck bodies must remain stock appearing and as designed by the approved aftermarket manufacturer.
2. All Trucks that are not the aforementioned-grandfathered conversions must be built to the following specifications: No Extended Cab Bodies allowed. The maximum distance from centerline of front wheels to rear of main cage must be 75 inches. The bottom of the top cage hoop must be a minimum of 51 inches from the ground at 6-inch ride height.
3. The appearance of SuperTrucks must be maintained in a quality fashion as determined by Speedway management. The failure to do so will result in the loss of opportunity to compete.
4. All Trucks must run complete full-size, unaltered bodies of standard-production type aftermarket body parts. Body dimensions must remain as factory produced and all body panels must be securely fastened at all times. The standard ARP or 5 Star bodies are currently the only allowed models.
5. No external bumpers. Rub rails may be used but must be 1” x 1”, painted to match body and must be securely mounted with carriage type bolts to the cage in a minimum of 3 places. Ends must be angle cut and capped.
6. All Trucks must use a steel front firewall and floorpan. A minimum 22-gauge steel (or equivalent) must be used immediately near the driver if stock floorpan is not used. A metal rear firewall must be built that completely separates the driver’s compartment from the bed area and rear tires.
7. Interior must be open and no more enclosed than from the top of transmission to top of the passenger door.
8. Front and rear windows are mandatory. Lexan is recommended.
9. The lowest point anywhere on the front nose panels must maintain 5 inches of ground clearance.
10. Top of the bumper must be a minimum of 14 inches off the ground.
11. The top of the front fender at the base of the windshield must be a minimum of 36 inches off the ground.
12. The roof must maintain a minimum height of 57 inches.

13. The quarter panel must be no higher than 38 inches at the rear of the Truck and the top of the rear spoiler no higher than 43 inches off the ground.
14. The distance between the centerline of the rear axle and the base of the spoiler may be no more than 45 inches
15. Rear spoilers 5 inches high and 64 inches long are legal and must be centered on rear deck. Hood scoops are not allowed and the hood should lay flat at the base of the windshield with no opening to exceed 2 x16 inches. If a 2x16 hole is cut in the hood, it must be on the rearward most edge of the hood and directly at the base of the windshield.
16. Hoods and rear decks must be securely fastened with a pin-type fastener or other approved method excluding bolts and chains. Bed cover must have inspection access (i.e. removable panel)
17. Bodies must be in stock location and tires must remain within the body. Offset cages left to right or front to rear are not allowed, however bracing may be done between the frame rails.

STREET STOCK

The definition of stock means no modifications to factory parts or factory specifications. The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to Speedway officials! This division shall be restricted to owners and drivers holding an Anderson Speedway competitor's license.

Section A: Eligible Cars

1. All cars must utilize a street-type, American made chassis (1965 or newer) with a minimum wheelbase of 105".
2. Cars must weigh a minimum of 3100 lbs. At all times including the driver. Nothing may be added to the car after the race, including fuel. The maximum left side weight is 57% at all times.
3. Cars must use factory frame sections from the front of the steering box mount to the rear spring pocket. Leaf spring cars must have stock frame to the front of the rear leaf.

Section B: Engine and Transmission Specifications

1. Engine must be cast iron (block & heads). Engine must be located so the spark plug of the forward most cylinder is no further back than within 1 inch of center-line of the upper ball joints. Engines under 365 c.i. may deduct 50lbs. Engines over 412 c.i. must add 50 lbs. Exhaust must exit behind the driver and must exit beneath the car or under the frame.
2. Aluminum intakes may be used with a 50 lb penalty.
3. Headers may be used with a 75 lb penalty (no 180's).
4. Use of Roller Cams/Lifters is discouraged and therefore any team not using them may deduct 50 lbs. Stock, steel stamped OEM-type rockers are encouraged. Roller rockers may be used with a 50 lb penalty.
5. No dry sumps are permitted.
6. Carburetors must be 2 or 4 barrel only. Dual-line or double pump carburetors are prohibited. Rear metering blocks are not permitted. One spacer plate or adapter, not to exceed 1 1/4 " with gaskets is to be used.
7. Fuel cells are mandatory and cannot exceed 22 gallons in capacity.
8. Fuel line must be standard in its size and length. No fuel additives of any kind is permitted.
9. Transmissions must be standard automatic with a working torque converter. OEM manual transmissions may be used with a minimum 7.25" clutch and with a 75 lb penalty.
10. All cars must have a drive shaft loop
11. Oil coolers are not permitted in the driver's compartment.
12. Batteries must be properly & safely located and secured.

Section C: Suspension

1. Lower front A- Frames must remain stock, in stock location and unaltered. An aftermarket Upper A- Frame will be allowed, but must be non-adjustable. Mounting position is optional. No heim ends are permitted. There is a 35lb penalty for aftermarket Upper A- Frames. This may not conform to CRA rules.
2. 3 Linc or panard bar setups are not permitted.
3. Shocks must be economy type, permanently enclosed steel and may not be externally adjustable or rechargeable.
4. Ford 9" rear ends are permitted. Quick-change rear ends are not permitted.
5. Maximum tread width may be 78" measured from the outside of tire to the outside of tire at spindle height.
6. There can be no driver adjustable items except brakes.
7. Weight jacks may be used.
8. Tires will be the 8" Hoosier Commanche.

9. Tire soaking is strictly **Prohibited** and violators risk serious sanctions.
10. Cars must use maximum 8" steel wheels only.

Section D: Body and Interior

1. All cars must have stock, steel bodies and roof, with stock components in stock locations (GM to GM, Ford to Ford, Mopar to Mopar) for chassis, body and engines. No aftermarket bodies are allowed. Front and rear bumper covers are permitted, however cars must have stock type bumpers if no bumper cover is used. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover.
2. A four point roll cage is mandatory and must be constructed of 1 3/4" x .095 steel tubing. Roll cages may not be offset and must be perimeter type. Installation is subject to technical approval. Resilient roll bar padding must be used on any roll cage piece that can be reached by any extremity of the driver. A side plate on the driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six, 1/2" bolts. The width of the top roll cage bars (halo) must be a minimum of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline.
3. Cars must have stock firewall and floor pan in place.
4. Cars must have factory steel hood, roof, fenders and upper portion of quarter panels. Holes may not be cut in the hood for air cleaners. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.
5. Rooflines must have stock appearance. "Chopped Roofs" are not permitted.
6. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door.
7. Hood scoops are not permitted.
8. Rear spoilers may be added but must not be larger than 3" x 50" and must be centered on the rear of the car.
9. Rear bumper/tail light area must be enclosed.
10. Hoods and trunk lids must be securely fastened with a pin type fastener or other approved method, excluding bolts and chains.
11. No Mirrors are allowed. No radio or crew (including from the grandstand area) communication to the driver during any race will be permitted.

FIGURE 8'S

Saturday nights will feature our Figure 8 division. Any driver is eligible. A Figure 8 event will consist of qualifications which will be done on the oval, oval heat races consisting of 10 laps and a 25 lap Figure 8 feature. An owner may utilize a different driver for the oval and Figure 8. However, the same car must be used by the owner in each race. The engine of the winner may be claimed by any other competitor outside the top 3 that finishes within 2 laps of the winner and is in good running order at the end of the feature. Claiming driver or owner must present \$1500 for a straight claim or \$750 and be prepared to exchange their engine for engine being claimed. Owner's engine being claimed has the choice. Drivers or owners wishing to claim may do so by notifying the tech official or race director, before or within 20 minutes after the feature and must do so in cash. Management has the right to refuse any claim for any reason. Management has the right to claim any engine for \$1500. The transmission of the winner may be claimed by any other competitor outside the top 3 that finishes within 2 laps of the winner and is in good running order at the end of the feature for \$250.00. Drivers or owners wishing to claim may do so by notifying the tech director or race director, before or within 20 minutes after the feature and must do so in cash. Management has the right to refuse any claim for any reason. Management has the right to claim any transmission for \$250.00.

Technical rules are the same as ThunderCars as stated below.

THUNDERCAR

Friday nights will feature ThunderCars in an oval division. Racing in this division is for fun, not money, as any payoff will be a token amount. A normal night of racing will include 2 practice sessions, qualifying, heats, and at least one feature in the oval. The only eligible drivers for the ThunderCar division are those who have not finished in the top 10 in points in any division higher than ThunderCars, anywhere in the past 10 years. Drivers who have won a championship in this division will not be eligible to compete in the ThunderCar division. You may only run in another higher division up to three times per year and only with approval from the race director without losing ThunderCar eligibility with the exception of the Saturday Night Figure 8 division. The Legend Division is not considered a higher Division under this

rule. A ThunderCar driver may run in the Saturday night Figure 8 division in either the oval or figure 8 without penalty or jeopardizing their ThunderCar eligibility.

The engine of the winner may be claimed by any other competitor outside the top 3 that finishes within 2 laps of the winner and is in good running order at the end of the feature. Claiming driver or owner must have \$1500 for a straight claim or \$750 and be prepared to exchange their engine for engine being claimed. Owner's engine being claimed has the choice. Drivers or owners wishing to claim may do so by notifying the tech official or race director, before or within 20 minutes after the feature and must do so in cash. Management has the right to refuse any claim for any reason. Management has the right to claim any engine for \$1500. The transmission of the winner may be claimed by any other competitor outside the top 3 that finishes within 2 laps of the winner and is in good running order at the end of the feature for \$250.00. Drivers or owners wishing to claim may do so by notifying the tech director or race director, before or within 20 minutes after the feature and must do so in cash. Management has the right to refuse any claim for any reason. Management has the right to claim any transmission for \$250.00.

FIGURE 8 & THUNDERCAR TECHNICAL RULES

Section A: Eligible Cars

1. All cars must be 1970 - 1996 full-size frames with the following minimum wheelbase: GM – 116 (No Monte Carlos or 4 door Chevelle & similar GM products). Ford or Chrysler – 113. No T-Tops, Convertibles or sunroofs allowed. 1991 – 1996 Caprice or Ford Crown Victoria frames and bodies may run disc brake rear end. Bodies must be complete with no cutting, shortening or altering of any kind any where. Four door Nova's will be allowed with a minimum of 17" manifold vacuum at 700-800 rpm idle. Additional items may be added to insure fair competitiveness.
2. Minimum weight for cars in these divisions is 3200 pounds with a maximum of 57% left side weight..

Section B: Engine and Transmission

1. Engine must be stock for make and models and can not exceed 355 C.I. (360 C.I. for Fords). If 400 or greater was stock for your car, you must replace with 350, 360 for Ford. Except where a .030 bore is allowed, all engines must have standard bore and stroke, flat top pistons only. NO 492, 906,193 (replacement part #) or other high performance castings allowed. No small-chambered heads allowed (stock or not). For ease of inspection, a whistler will be used to check compression, which will indicate illegal engine work or components (the maximum allowable compression is 9.0 to 1 with a .5 to 1 tolerance.). Max. valve size: 1.94 (i), 1.5 (e). Aluminum intakes will not be allowed (stock or not). Roller rockers are not permitted. No double hump heads permitted. Studs may be pinned. No screw in studs are permitted. Aftermarket oil pans, valve covers and air cleaners with a max. 6" element will be permitted. No High Performance heads will be permitted in this division. All cars must have a solid top air cleaner. No additional modifications may be made unless they comply with the rulebook as published.
2. Engine must remain in stock rubber mounts. All parts must be O.E.M.
3. Everything under the hood (and throughout the car) must remain stock, in stock location and cannot be removed except that heater cores and air conditioning units may be removed or altered. No air induction allowed, stock or not.
4. All cars must have a stock OEM battery type ignition. (12 Volt)
5. All cars must use an unaltered, stock Quadra-Jet carburetor and intake for make and model of car only. Choke butterflies may be removed. No fuel additives of any kind are permitted.
6. No center dump exhaust is permitted. The maximum pipe diameter is two inches and exhaust must end within 18" of rear end housing and must be cast iron..
7. Aluminum radiators are permitted. A radiator over flow catch-can must be installed with a 1-gallon capacity.
8. No extra or aftermarket engine coolers allowed. Transmission must have three working forward gears and reverse and a working 12" Torque Converter.
9. Locked up or welded rear ends are allowed. No rear end gear ratios are to exceed 350.
10. No aftermarket power steering pumps permitted.

Section C: Suspension, wheels, tires and brakes

1. All suspension components must remain stock and unaltered, springs excluded. No swapping of suspension parts from one make to another. Upper control arm mounting bolts can be no longer than 2 5/8. Both front springs must be equal

in height and coil diameter and both rear springs must be equal in height and coil diameter. (Also see # 8 Section D). A non-adjustable spring cup is permitted for the springs.

2. Spacers are allowed at the top or bottom of the rear springs only and must be welded. Knuckle busters, rubbers, lumber or chains may **not** be used to alter stock suspension or for any other reason.
3. Breakaway steering columns may be used. Steering quickeners are not permitted.
4. Brakes must work on all four wheels with no brake bias devices allowed. Rear disc brakes are not allowed. Hawk brake pads are permitted.
5. The maximum wheel width is 8 inches and all four wheels must be within 1-inch offset of each other. Wheel spacers are not permitted. In the interest of safety, aftermarket, heavy-duty wheels will be permitted.
6. Aluminum or magnesium wheels are not permitted. All wheels are subject to tech approval. 1-inch lug nuts are required on all wheels. Big studs are allowed.
7. Tires must be standard, non-racing, radial D.O.T. 15 or 16 inch passenger car tires, 70 or 75 series only. 16" passenger car radial D.O.T. tires may be used if they are 225x60x16 or 235x70x16 and must be mounted on 7" rims only. All four tires must be the same series and diameter

Section D: Body, Frame and Interior

1. Roll bars and cage see Safety rules and Equipment on page 4.
2. All exterior components and frame must remain in tact. No modifications can be made to the floor pan, firewalls and wheel wells except front wheel wells may be removed. All aspects of the car must remain strictly stock. "Chopped Tops" are not permitted.
3. No lightening or gutting of car except where outlined within these ThunderCar rules. Doors must be welded, bolted or chained shut. Interior door panels may be removed.
4. Bumpers may be replaced with 2x2 round tubing with .095-inch wall thickness and must be in the stock location. Tubing may not extend past the center of the front tires. If no bumper is used, a suitable replacement must be used to properly wrap the front nose of the car from wheel well to wheel well. All edges must be round with no square or sharp corners at any point. It is highly suggested that any alteration to the bumper, by using tubing, be approved by the technical director. The intent of this rule is to eliminate reinforced "cow catchers, etc., which, when hit, serves as a battering ram or "tire cutter" to the car that is hit by it. Tubing can only be secured by 2 downward supports on each end to protect the radiator only, from incidental contact.
5. All glass, excluding front windshield must be removed from every area of the car (headlights, taillights, mirrors, etc).
6. All cars must be swept of glass before entering racetrack grounds
7. Front windshield may be replaced, if necessary. (Lexan acceptable) Windshield protection bars may also be used.
8. The minimum frame height at any point on the car is 6". The ground clearance on all four-corners of the frame must be reasonably level and within 1" of each other. Novas must have 7" ground clearance.
9. Side skirts or rub bars are not permitted.
10. Front fenders must be as long as the hood. Trunk lids may not be gutted.

Section E: Safety

1. Batteries may be mounted in stock location or any other safe position. If it is in the driver's compartment, it must be mounted behind the driver and securely mounted in a battery box. The battery must be covered.
2. A firewall must seal the trunk from the driver's compartment.
3. All drivers must use approved, 5 point safety-harness belts, approved racing helmets and must wear an approved fire suit at all times on the track.
4. The stock gas tank must be removed and replaced with a securely mounted marine type tank, steel or plastic. A fuel cell is highly recommended and may not exceed 22 gallons. Trunk floor may be removed but there must be a minimum of 10" of ground clearance from the fuel cell to the ground. The tank must fill from inside the trunk with no holes cut in lid. Only 1 tank is permitted.
5. Fuel lines may not go through the driver's compartment and electric fuel pumps are not allowed.

FRONT WHEEL DRIVE (F.W.D.) CARS Amateur, Pro & Figure 8

In an effort to introduce new people to the fun and excitement of stock car racing, Anderson Speedway has developed the F.W.D cars. (Front wheel drive cars). **The F.W.D. Amateur division is for Novices.** These cars are not intended to be performance, race-type vehicles. These cars are to be stock with only modifications outlined below. The goal is to have

inexpensive (almost disposable) cars to race. Any effort to make them lighter, go faster or handle better is illegal. Only modifications for safety outlined herein are allowed. **Racing in these divisions is strictly for fun.**

A normal night of racing will include 2 practice sessions, qualifying, heats, and at least one feature. The Amateur Division is strictly an entry-level division. The only drivers eligible for the amateur division are those who have never finished in the top five in points in any other division, anywhere. Drivers, who win a championship or finish in the top 5 in points two consecutive years in this division, will no longer be eligible for the F.W.D. amateur division. Anyone is eligible for the FWD Pro & Figure 8 divisions. Management has the right to deem a driver ineligible for the amateur division at any time and for whatever reason.

The car of the winner may be claimed by any other competitor outside the top 3 that finishes within 2 laps of the winner and is in good running order at the end of the end of the feature. Claiming driver must have \$ 750 for a straight claim or \$ 400 and be prepared to exchange their car for car being claimed. Driver's car being claimed has the choice. Easily removable safety equipment, i.e. driver seat, fire systems, belts, etc. may be removed before claim. Drivers or owners wishing to claim may do so by notifying the tech official or race director, before or within 20 minutes after the feature and must do so in cash. Management has the right to refuse any claim for any reason. Management has the right to claim any car for \$ 750

Section A: Eligible Cars – Amateur Division & Figure 8 (Friday Night)

1. The cars can be foreign or domestic and must be front wheel drive.
2. The cars must be 4 or 6 cylinder, limited to 2 valves per cylinder and not newer than 1995. Manual transmissions are allowed on 4 cylinder cars **ONLY** with **NO** overhead cam. Saturn model, 4 cylinder, quad 4, 2.4 liter cars are eligible.
3. The wheelbase must be between 97" and 108".
4. Tech will be done in reference to the Chilton's manual and other methods as deemed necessary.

Section A: Eligible Cars – Pro Division (Saturday Night)

1. The cars can be foreign or domestic and must be front wheel drive.
2. The cars must be 4 or 6 cylinder and not newer than 1995. Manual transmissions are allowed on 4 cylinder cars **ONLY** with **NO** DUEL overhead cams or Turbo's on any car are permitted.
3. The wheelbase must be between 97" and 108".
4. Tech will be done in reference to the Chilton's manual and other methods as deemed necessary.

Section B: Engine & Transmission

5. Engine and transmission must be installed in the make and model for which it arrived from the factory.
6. Everything under the hood must be O.E.M., and in stock location without any modifications.
7. Heater Cores and A/C condensers may be removed, however the stock housings must remain in place.
8. No turbo or rotary engines are permitted.
9. Exhaust must remain in stock location. The catalytic converter and the muffler may be removed.
10. Radiator overflow bottles must have a 1-gallon capacity and remain in stock location.
11. Extra coolers for the transmission only must be mounted in front of the radiator.
12. No fuel additives of any kind are permitted.

Section C: Suspension, Wheels, Tires, and Brakes

1. All four tires must be the same size. Tires must be standard D.O.T. series and must be the same size on all four corners. Tires must have standard road tread design, with a minimum of 3 regular grooves (not performance or snow tread) and are subject to tech approval. Springs must be the same diameter and size, front and rear. Falcon Tires of any series or type are prohibited. A minimum tire pressure is mandatory at all times in this division: Oval 24lbs., Figure 8 – 34lbs.
2. All suspension components must remain stock and unaltered.
3. No spacers, knuckle busters, rubbers, lumber or chains may be used to alter stock suspension or for any other reason.
4. Brakes must work on all four wheels. Absolutely no hand or emergency brakes are permitted to be on, or operational on the car.
5. Aluminum or racing wheels are not permitted. Maximum offset variance is 1 inch from stock. Front camber may be 2" maximum and rear camber may be 1" maximum..

D. Body, Frame, and Interior

1. All exterior body components must remain stock. All chrome and plastic must be removed from the outer body.
2. No lightening or gutting of the car will be allowed, except where outlined below. Doors must be welded or chained shut. Hinges and latches may be unbolted (not cut) from hood. Battery may be relocated behind the driver's seat, securely bolted to the floor and covered.
3. When destroyed, bumpers must be replaced with a full size, unaltered steel bumper shell to be mounted over minimum and maximum 2" x 3" square tubing. This bumper set-up may only be attached to the car in the stock locations. Bumper shock absorbers must be welded to prevent collapse. Bumper must be chained to the frame horns.
4. Bars in front of radiator are not permitted. However, once destroyed, the stock radiator may be placed in a fabricated and heavy-duty support frame.
5. It is suggested that air bags be dismantled.
6. All glass, except windshield, must be removed from car, including headlights, taillights, outside mirrors, etc. All glass must be swept from car. Windshield may be replaced with lexan.
7. Aftermarket nosepieces or rub rails are not permitted.
8. Spoilers are not permitted, even if stock.
9. The complete body, including hood, must be intact at the start of the event. Any deviation from this after the event has started must be approved by the technical director.

E. Safety

1. Dash pad must remain in position. The carpet and headliner may be removed. Rear seat may be removed, however there must not be any openings between the trunk and drivers compartment.
2. The front seat may be replaced with a bucket seat or a racing seat. All drivers must use approved 5-point safety-harness belts, approved racing helmets, and must wear an approved fire suit at all times on the track.
3. Fuel additives are not permitted.
4. Cars with electric fuel pumps must have a disconnect switch mounted such it is easily accessible by the driver and safety personnel.
5. Weight may not be added anywhere.
6. A full roll cage or driver's roll bar is required*. A full, 4 point cage may be used, with no front or rear hoops. Door bars may be installed as well; only the driver's door may be skinned to give arch to bars. If a single roll over bar is used, it may be supported by kick-downs to the rear that go no further back than the rear firewall. A front support bar should extend past the door, no further than the front firewall for door support. A 4-point cage must be welded to 2, 4" plates which sandwich the floor pan at each mounting point. A driver's side foot bar is permitted.

*In the F.W.D. figure 8, a full 4-point cage with driver's side doorplate is required.

Technical rules governing the Legends will be those published by Inex Inc., unless otherwise stated.

CAR NUMBERS, LICENSE, and INSURANCE REQUIREMENTS

Car Numbers:

1. A car owner must have a racecar to get a number and must purchase a license before a number is given out.
2. All numbers used at Anderson Speedway are the property of Action Entertainment, Inc. and they will be solely responsible for issuing such numbers. In the event ownership of a car changes, that number returns to Action Entertainment, Inc. for reissuing.
3. No numbers higher than number 99 will be issued without special permission from management. To maintain a 2007 car number, a license must be purchased and issued before January 31, 2008.
4. Any car, driver or number change must be reported to the race director and/or scorer before the start of the race and that car will then start on the tail of the feature race and the tail of the fast heats. An owner may only place his car number on another vehicle during the course of an event if his scheduled (see racing procedures #1) driver drives the car in that event. An event is considered to start at the time a car and/or driver enters pits prior to practice. Driver points will go to the driver of record at the start of the feature. Driver points will only be kept for the sake of determining a "Driver Champion". All other awards will be based on legitimate owner's performance.
5. All cars must have a six-inch number displayed in the upper corner of the windshield on the passenger side.
6. Reflective or mirrored numbers are not permitted and those using them face the possibility of not being scored.

License Information:

1. All drivers and owners must have an Anderson Speedway membership license before they can compete in any event, excluding designated special events. A temporary license, good for 1 event only, will be available to non-regular competitors. Any competitor running for more than one event must purchase a membership. When points are involved, all permanent licensed competitors will receive points. A permanent membership must be purchased before an event begins for the owner or driver to receive points for that event. Retroactive points will not be posted.
2. The license fee for 2008 will be \$75 for owners and owner drivers, \$60 for drivers, \$50 for crew and others and \$10 for temporary licenses (one event).
3. All drivers should have a valid state driver's license and may be required to have such, at the discretion of Speedway management.

Insurance Requirements:

1. It is to be understood that the Anderson Speedway insurance policy is secondary coverage to the injured party's primary coverage and the participant's signature on the waiver releases the Speedway from all liability. The participant assumes the risk.
2. Everyone entering the restricted pit area or competing in an event at Anderson Speedway must read and sign a release of liability waiver and receive a proper pit credential (pass) before entering the restricted area or competing. Any attempt to circumvent this policy, including exchanging passes or using previous event passes will result in immediate expulsion from the property, suspension from future participation and possible criminal and civil penalties.
3. Any accident that occurs on Speedway property must be reported to the Anderson Speedway office immediately.
4. Any participant transported by ambulance to the hospital will automatically have an accident report filled out completely.
5. Any person that is injured at Anderson Speedway and does not require or use Anderson Speedway's ambulance but requires medical treatment must notify Anderson Speedway officials before going to the doctor or hospital and fill out proper papers. This must be done prior to leaving the track.
6. All insurance forms received by insured party must be filled out by the injured party and one copy filled out by doctor and returned to insurance carrier immediately. All insurance benefits cease once you resume driving.
7. Bodily injury resulting from fighting by race participants is not covered by Anderson Speedway's insurance policy.
8. It is not permitted for people entering the pits to leave children unattended in the grandstands.

Point System and Regular Starting Procedures

1. A car may be used in only one division per night, except where special exceptions are made by management.
2. A car must run in its heat race to keep its feature starting position. Failure to run the designated heat race will result in starting on the tail of the feature.
3. Any driver is eligible to race in any division (excluding ThunderCars and F.W.D. Amateur cars).
4. Points are awarded to the registered owner of the car. All purses and prizes will be paid to the owner.
5. Driver's points are kept for the sole purpose of awarding a driver champion in a division. Driver's points will be awarded the same as owner's points. A substitute driver may be used in the following circumstances and the regular driver of the car will receive the points: Absence as a result of a death in the driver's family, verifiable and proof of sickness which would impair the driver's ability to participate, in the case of high school students, absence due to a deemed important school function. A driver will be granted only one of these excusable absences per year, regardless of the number of occurrences. Suspensions do not qualify under this paragraph. The substitute driver will receive no points.
6. The Street Stock feature line up will be determined as follows: The cars will be split into at least 2 heats with a full inversion based on qualifying times. The fast qualifier will draw ½ inverted or full inversion for the feature. If 32 or more cars qualify, there will be a B-feature. The heats will be divided equally. Heat # 1 will be a full inversion based on qualifying times; the top 12 will transfer to the A-feature. Heat #2 will have the fastest half of the cars remaining, will be totally inverted by qualifying time and transfer the top 6 to the feature. (In the event that heat race #1 has less than 12 cars the difference will be taken from heat #2). Heat #3 will have the remainder of cars, inverted by their qualifying time and transfer 2 to the feature. Positions 21 & 22 will be the next two fastest cars not already in the feature. Positions 23 & 24 will be the top 2 finishers in the B-Feature. (No more than 24 eligible for the inversion). Full inversion may be limited to those cars that qualify at speeds competitive enough to start at the front at the discretion of the race director and scorer. B-feature cars may be forced to take the tail of the A-feature if less than 8 B-feature cars present themselves at the start of the A-feature. (No less than 8 cars in B-feature)
7. For SuperTrucks Figure 8's and Legends, the fast qualifier will draw from 2 options: ½ inverted or full inversion for the feature line-up. Full inversion may be limited to those cars or trucks that qualify at speeds competitive enough to start at the front at the discretion of the race director and scorer.

8. ThunderCar and F.W.D cars will qualify to determine starting positions. Qualifying will determine starting positions. The heats will be divided equally and inverted. If there are 40 or more cars that qualify, there will be two features. If there are 70 or more cars that qualify, there will be three features, etc. ThunderCar and F.W.D. oval cars will not earn qualifying points. Features and heats will be lined up the same as above under #5.
9. F.W.D. Figure 8 cars will qualify in the oval and will draw ½ or full inversion for the feature. There are no heats for this division. There are no qualifying points for this division.
10. Spring and season championship races and the National Crown will start straight up based on qualifying. The same driver qualifying the Figure 8 cars does not have to drive in the Figure 8 segment.

SPEEDWAY POLICY REGARDING USE OF OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES

1. **Illegal drugs, Definition:** Illegal drugs are those substances defined and prohibited by state and/or federal laws.
2. **General Prohibition:** Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at Anderson Speedway, either on the Speedway grounds, or any area considered to be used in the operation of the Speedway, such as parking lots or leased properties.
3. **Participant Definition:** A participant is any person taking part in any event at Anderson Speedway in any form, including but not restricted to drivers, car owners, mechanics, crewmembers, sponsors, track officials or pit area observers. All such persons shall be considered public figures that have by their own choice become involved in an auto-racing event at Anderson Speedway, with the full understanding that he or she must abide by the rules and regulations established and published or announced by Anderson Speedway. All participants are considered to be responsible for their personal conduct.
4. **Drug Testing:** By agreeing to participate, any person holding a pit pass may be subject to a drug test at any time and by purchasing the pit pass and/or membership waives all rights and willfully agrees to such testing without recourse. Any one refusing such test will immediately have all privileges revoked and must leave the Speedway property immediately.
5. **Violations and Penalties:** Any person found to be in possession of or under the influence of an illegal drug or drug substance on the Speedway property, as defined above, or any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by the Speedway:
 - A. Suspension from competition and eviction from the Speedway property, and denial of further entry to the Speedway for a period to be determined by Speedway officials.
 - B. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to Anderson Speedway management by that agency, shall be suspended from all forms of participation at Anderson Speedway until such time as the charges are fully adjudicated through the legal process. Any participant convicted of a formal drug charge by such process of law will be prohibited from taking part in any Anderson Speedway events for a minimum period of 90 days from the date of conviction.
5. **Appeal and Hearing:** Any participant suspended for a violation of these rules may be granted an appeal hearing by a board of officials designated by Anderson Speedway, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request, if a hearing is desired.

6. **Reinstatement:** A participant suspended for violation of these rules, Except In The Case Of Persons Charged With Selling Drugs, may, as the result of a decision reached through the hearing process detailed above, be reinstated, it is mutually agreed that the participant - at his or her own expense - will produce documentation from a physician licensed within the State of Indiana, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of Anderson Speedway management.
7. **Prescribed Drugs:** If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any Speedway activities. Failure to so notify will subject the participant to penalties as described above.
- 8.

YEAR END POINT FUND

Year end Point Funds in all divisions will be based on the owner's points of the top ten in each division and based on a regular nights purse. All year-end awards will be presented to the owners except for **driver champions** and special awards, i.e. Rookie of the Year, Sportsmanship and Dedication.

PIT PASS PRICES

Pit pass prices for Regular 2008 Events will be \$24 for members and \$29 for non-members. Special events may vary.

FRONT GATE PRICES

Front gate prices for regular events will be the same as 2007, \$10 for adults, \$4 children 6-12 and under 6 is free. As an added bonus, a membership and guest pass will both be eligible for front gate discounts which is \$1 off on Friday nights and \$2 off on Saturdays. Special events may vary.

PURSE DISTRIBUTION FOR 2008

SUPERTRUCKS

HEAT RACES: 40 - 30 - 20 - 10

FEATURE:	1. 500	2. 400	3. 300	4. 200	5. 190	6. 165
	7. 155	8. 145	9. 135	10. 125	11. 115	12. 105
Tow: 40	13. 95	14. 85	15. 75	16. 75	17. 75	18. 75
	19. 75	20. 75	21. 75	22. 75	23. 75	24. 75

FIGURE 8's

HEAT RACES: 30 - 25 - 20 - 15

FEATURE:	1. 300	2. 200	3. 175	4. 150	5. 125	6. 100
	7. 90	8. 85	9. 80	10. 75	11. 70	12. 65
Tow: 40	13. 60	14. 55	15. - OUT	50		

STREET STOCKS

HEAT RACES 25 - 20 - 15 - 10

FEATURE:	1. 400	2. 250	3. 200	4. 150	5. 125	6. 100
	7. 90	8. 85	9. 75	10. 70	11. 65	12. 60
Tow: 35	13. 55	14. 50	15. 50	16. 50	17. 50	18. 50
	19. 50	20. 50	21. 50	22. 50	23. 50	24. 50

B FEATURE 10-10-50-45-40-35 on out (Top 2 Transfer to A Feature)

INEX LEGENDS

FEATURE:	1. 225	2. 170	3. 140	4. 110	5. 95	6. 85
	7. 75	8. 65	9. 55	10. 45	11. 40	12. 35
Tow: 25	13. 30	14. 30	15. 30	16. 30	17. 30	18. 30
	19. 30	20. 30	21. 30	22. 30	23. 30	24. 30

THUNDERCARS

1. 150 2. 125 3. 100 4. 75 5. 70 6. 60 7. 50 8. 40 9. 30 10 - out 20

FRONT WHEEL DRIVES

FIGURE 8 1. 75 2. 50 3. 40 4. 30 5. 20 6. 15 7. - out 10

OVAL 1. 50 2. 35 3. 25 4. 20 5. 15 6 - 10. 10

POINTS DISTRIBUTION FOR 2008

<u>MAIN FEATURE</u>	<u>B-FEATURE</u>	<u>FAST HEAT</u>	<u>OTHER HEATS</u>	<u>QUALIFYING</u>
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1 ST - 175	1 ST - 65	1 ST - 25	1 ST - 15	1 ST - 20
2 ND - 170	2 ND - 60	2 ND - 23	2 ND - 13	2 ND - 18
3 RD - 165	3 RD - 55	3 RD - 21	3 RD - 11	3 RD - 16
4 TH - 160	4 TH - 50	4 TH - 19	4 TH - 9	4 TH - 14
5 TH - 155	5 TH - 45	5 TH - 17	5 TH - 7	5 TH - 12
6 TH - 150	6 TH - 40	6 TH - 15	6 TH - 5	6 TH - 10
7 TH - 145	7 TH - 35	7 TH - 13	7 TH - 3	7 TH - 8
8 TH - 140	8 TH - 30	8 TH - 11	8 TH - 1	8 TH - 6
9 TH - 135	9 TH - 25	9 TH - 9	9 TH - 1	9 TH - 4
10 TH - 130	10 TH - 20	10 TH - 7	10 TH - 1	10 TH - 2
11 TH - 125	11-out 20	11 TH - 5		
12 TH - 120		12 TH - 3		
13 TH - 115				
14 TH - 110				
15 TH - 105				
16 TH - 100				
17 TH - 95				
18 TH - 90				
19 TH - 85				
20 TH - 80				
21 ST - 75				
22 ND - 70				
23 RD - 65				
24 TH - 60				
25 TH - 55				
26 TH - 50				
27 TH - 45				
28 TH - 40				
29 TH - 35				
30-out 30				

REGULAR RACE LENGTHS

SUPERTRUCKS: HEATS 10 LAPS, FEATURE 40 LAPS

STREET STOCKS: HEATS 10 LAPS, A FEATURE 30 LAPS, B FEATURE 15 LAPS

FIGURE 8'S: 10 LAP OVAL HEATS, FEATURE 25 LAPS

LEGENDS: HEATS 10 LAPS, FEATURE 25 LAPS

THUNDERCAR: HEATS 10 LAPS, FEATURES 20 LAPS

FRONT WHEEL DRIVES: HEATS 10 LAPS, FEATURES 20 LAPS

FRONT WHEEL DRIVE FIGURE 8; FEATURE 15 LAPS

SPECIALS WILL BE ANNOUNCED IN ADVANCE