

Lyndon Moss Memorial Sprint Car Showdown

Rules, Procedures & Entry Form

August 2021




Amarillo, Texas
ROUTE 66 MOTOR SPEEDWAY
 4101 SE LOOP 335

LYNDON MOSS MEMORIAL

\$10,000 TO WIN



AWARDS PROGRAM
 SALDANA KIDS KOOL HELMET
 BEST CAR GRAPHICS
 HARD CHARGER
 HARD LUCK
 FAST TIME

\$400 TO START
 LORNE WOFFORD 2020 CHAMPION

305 SPRINTS
 ALL STAR CIRCUIT
 OF CHAMPIONS
 FORMAT

TIME TRIALS
 HEATS
 DASH
 B-MAIN(S)
 A-MAIN

AUGUST 21, 2021
 RAIN DATE: SEPTEMBER 11

SILENT AUCTION
 benefiting the
AMARILLO MOTORSPORTS
HALL OF FAME

THIS RACE IS UNSANCTIONED
 REGISTRATION STARTS APRIL 2
\$50 ENTRY FEE
 ENTRY FEE DUE BY AUG 8
 \$150 ENTRY FEE AFTER AUG 8









Go to the website for complete car rules:
 305 spec engine **MUST BE** sealed and you **MUST** present your Hard Card
 1,500 lb. weight rule with driver. Titanium Brake Rotors and Wing Slider okay
 Hoosier plated - 38214 104.0/16.0-15 RR tire and any Hoosier LR that has a durometer reading of 35.
 No bleeders. No fuel additives. Fuel inspections will happen all night. See website for full details.

GET YOUR COMPANY INVOLVED
IN THIS HISTORICAL EVENT!
CONTACT JEFF PECK (940) 613-1903

<http://route66motorspeedway.net>
 Zach Gossett - (806) 206-7059
 Jeremy Gossett - (806) 367-4298

2 Brothers Promotions
 17500 Lake Ridge Drive
 Canyon, TX 79105



2 BROTHERS PROMOTIONS



KSE Racing Products has changed quite a bit since its inception over thirty years ago, but we have remained true to our beginnings in American grassroots racing. Now operating out of our state-of-the-art manufacturing facility just north of Nashville, Tennessee we continue our commitment to producing the highest quality pumps and power steering gears in the racing industry.



Hall of Fame sprint car driver Stevie Smith owns a state of the art 5,000 square foot facility located in Broken Arrow, OK. Smith Titanium can both manufacture and modify titanium and steel fasteners using the same method as the aircraft industry. With this capability, their fasteners are the strongest in the racing industry. Smith Titanium offers very competitive prices. Their website allows their products to be sold to dealers, racers and the general public.



Sprint car driver Joey Saldana started Saldana Racing in 2020 and builds the best sprint car dry sump tanks and oil catch cans in the racing industry. Located in North Salem, IN in a brand new 6,000 square foot facility, they build all their products in house. Tanks can be polished or anodized. Whether using a 410, 360, or 305 sprint car engine, Saldana Racing has you covered for all your needs.



AFCO parts improve performance across many racing and performance applications. The common thread among our racing and performance parts is unmatched performance. AFCO products are built to win. We know you like to win, too. Our never-ending passion to build better products is the reason racing teams and top enthusiasts rely on AFCO.



Providing quality parts at competitive prices, Jockos Sprint Parts can be found track side at Knoxville Raceway every race night of season and online 24/7. Don and Annette Dawson are here to keep you on the track.

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Format and Timeline

Race Format: All Star Circuit of Champions

2-lap Time Trials

8-lap Heats (Invert 4) (Heat winner and fastest qualifier that transfers advance to Dash)

6-lap Dash for starting lineup of first several rows

15-lap Last Chance Show Down

30-lap Lyndon Moss Memorial

Event Time Line:

2:00pm – Pits Open

2:00-5:00pm – Collect Helmets for display/voting 1st Place \$50, 2nd \$30, 3rd \$20

2:00-5:30pm – Tech Inspections

4:30-5:00 Pill draw for Time Trials

5:00 – Drivers meeting

5:00pm – Front Gates Open

5:00-5:45pm – 4 – 5 Teams may display cars in the Midway

5:00-6:00pm – Kids Kool Helmet and Best Appearing Car Voting

5:00-6:30pm – Amarillo Motorsports HoF and Museum Silent Auction

5:00-7:00pm Red River Vintage Oval Car Display

6:00pm – Engine Heat

6:30pm – Hot Laps

7:00pm – National Anthem / KSE Racing Qualifying 2-lap

Engine Rules:

- a) Only the following engine blocks will be permitted. GM 305 V-8s with the following approved casting numbers: 361979 460776 460777 460778 14010201 14010202 14010203 14088551 14016381 14016382 14016383 14094766 355909 14093627 14101147 10243878 4715111 10046164 14102058. Minimum case height 8.975.
- b) A specific Dart Machinery block, purpose built and approved for national spec competition is the "Little M" "B" block: P/N 31151411.
- c) If a lightened block is utilized any, and all, ballast needed to make weight must be mounted between the front and rear motor plates. Such weight must be secured by a minimum of 2- ½" bolts, painted white with the car number affixed to the weight. Also read car rule #3 to clarify what may constitute ballast.
- d) A maximum of 315.9 cubic inches will be permitted (+/-0.0). Stroke 3.480"(+/-0.020) Max bore 3.801. If 3.5" stroke, max bore is 3.790 Bore: Plain cast iron. Sleeves will be permitted for repair only.
- e) Only flat top pistons with valve reliefs will be permitted. Pistons may not protrude from cylinder bore.
- f) Only an iron or steel crankshaft, with a minimum weight of 48 lbs. will be permitted, (-1%). The main bearing diameter will be 2.450 (-.030). Weight added to crank except balance metal, which must be welded in place, will not be permitted.
- g) Only 5.700" steel connecting rods, with a rod journal dia. 2.100 (-.030) will be permitted. Oil pan may be removed for inspection at any time.
- h) Only chain cam drives will be permitted. Variable cam timing will not be permitted.
- i) Only plain hub or SFI approved damper will be permitted. The water pump must remain in the stock location.
- j) Only solid .842 diameter ferrous metal flat tappets will be permitted.
- k) Only a cast iron cam, with a firing order of (18436572) will be permitted.
- l) Only a straight wound spring with a flat damper, that conforms to the specifications will be permitted. PSI @ seat 90-120#, @.500 lift 330-355#, Inst. Ht. 1.700 -1.820, Dia. 1.262 +- .005, Wire dia. .193 +- .002, Free ht. 2.130 max. 1.950 min., 5 full coils +/- 1/8th turn as measured from tail to tail.
- m) Only vented, wet sump, in pan, oil systems will be permitted.
- n) Only rockers centered on, & retained by the 3/8" rocker studs will be permitted.
- o) The maximum valve lift permitted is: (.510" int. .535" exh.) @ zero lash @ valve retainer. Only standard size & configuration, 7 degree retainers and keepers will be permitted.
- p) Stud girdles, rev kits, or valve train stabilizers, will not be permitted:

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- q) Repositioning, boring or bushing of cam or lifter bores will not be permitted. The maximum cam diameter will be $1.869 + .002$
- r) Only valves that conform to the national spec original size, configuration, length & weight will be permitted. The sizes are as follows: stem size $11/32"$, Intake $1.94"$.008 stem undercut. Exhaust $1.60"$, Orig. stem undercut to .315
- s) Ferrous material only: Valves, Seats, Retainers, Keepers, Push rods, Springs, Tappets, Cam, Crank, Rods, Wrist pins, Fasteners, Main Caps. Materials and processes including, but are not limited to; Titanium, Inconel, Ceramics, DLC, Nikasil, will not be permitted.
- t) Only point type Magnetos, or Kettering style ignition, will be permitted. Only naturally aspirated, constant flow fuel injection will be permitted.
- u) An additional 100 lbs. penalty will be added to the minimum car weight for use of any electronics, including but not limited to: ignition, ECU's and/or active driver aids.
- v) SPEC cylinder head: Alterations of any type will not be permitted. Machining, milling, resurfacing, grinding, polishing, welding, acid or caustic work, shot peening, glass beading, coating, or any other process that will alter the machined surfaces or the natural sand cast finish, will not be permitted. The cylinder head must retain all original dimensions & configurations including; Valves, springs, retainers, stems, & guides. Only re-seating the valves is permitted. Top cuts that extend into the aluminum of the chamber will not be permitted. Under the seat relief cuts, will not be permitted. Alterations to as delivered throat size, 1.810 Int. & 1.345 Ex. ($+ .000 - .005$) will not be permitted. Bowl changes will not be permitted. Every dimension of these heads has a gauge dimension that must be met for them to be certified. Any changes will result in disqualification. The stamped identification marks may not be altered.
- w) Compression Ratio: 10.25 to 1 will be the maximum allowable compression ratio. The compression ration may be checked with a whistle, or by measuring the volume of the assembled cylinder using liquid. The absolute minimum assembled cylinder volume measured at Top Dead Center (T.D.C.) is 70 cc. Any type of surfacing the heads will not be permitted without a repair authorization. Original serial numbers and certification marks must remain intact. They may not be altered or obscured. Any & all repairs MUST be pre-approved and the cylinder heads must be re-certified. If any spec head is found to be modified; it must be replaced with a certified spec head.

CHASSIS

- a) Any sprint car 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 elliptical (oval-shaped) tubing used on or as part of the main frame structure. Minimum wheelbase of 83" and maximum wheelbase of 90". No pieces may be added to the frame to resemble, imitate or be specifically designed to deflect, trap or form a wind break of any nature, except those used to cool and/or protect the motor and braking system. No roadster-type chassis allowed. Only sprint-car-appearing type bodies, tails and hood will be allowed.
- b) Bumpers and nerf bars are mandatory and must be securely mounted. No aluminum frames, draglink, front or rear bumpers or nerf bars. Nerf bars must not be outside of tires. All cars must be equipped with a draglink strap. The strap must be of same/similar, construction as required for five-point safety harnesses.

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- c) All drive lines must be broken in the coupler or rear slider, fully enclosed and contain no more than one U-joint or C-V joint. No torque arm drive lines allowed. A safety strap or hoop that is securely attached to the chassis is required.
- d) 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 23.5" inches.
- e) No hollow, tubular or drilled out bolts allowed.
- f) The right-side opening must be a minimum of 10" vertical at any point and 21" horizontal.
- g) The right-side panel (armguard) will be permitted to extend a maximum of 7" as measured from the outside edge of the middle frame rail and must remain above the middle frame rail.
- h) Front anti-roll torsion bar assemblies (sway-bars) will not be permitted.
- i) Only aluminum floor plans will be permitted.
- j) Cockpit adjustable weight jacks, shocks will not be permitted. Additional reservoir shocks (internal or external) will not be permitted.

WHEELS/TIRES

- a) A right rear bead lock is required. Bead locks on all four wheels are highly encouraged. Plastic and/or carbon fiber wheels will not be permitted.
- b) Only steel or titanium wheel cover fasteners will be allowed.
- c) Wheel covers: it is highly recommended that wheel covers have a minimum of 5 mounting points. However, both 5 and 3 mounting point wheel covers will be allowed for competition under the following conditions: Wheel covers having a minimum of 5 attachment points may use dzus fasteners. All dzus fasteners must be made of magnetic steel or titanium only. Wheel covers having only 3 attachment points must be bolted-on at all 3 points utilizing a minimum 5/16" flanged magnetic steel or titanium bolt and an approved fastening (nut assembly) system. Wheel covers or mud plugs must be securely fastened.
- d) Approved fastening (nut assembly) systems:
 - Keyser Manufacturing, P/N: 100 7-101
 - Wehrs Manufacturing P/N: (WM377A-312 Aluminum 5/16) (WM377S-312 Steel 5/16)
 - Triple X Chassis P/N: SC-WH-7810 (for a 1" spring) / SC-WH-7820 (for a 1 3/8" spring)
 - Smith Precision Products P/N: MC-516-18
 - Speedway Motors P/N: 910-07119
- e) Maximum right rear wheel width is 18". Maximum left rear wheel width is 15".
- f) The only right rear tire permitted will be a Hoosier plated - 38214 104.0/16.0-15.
- g) The left rear tire must be a Hoosier tire that has a durometer reading of 35.
- h) Left front is the only tire you can run flat.
- i) Bleeders will not be allowed.

WINGS

- a) The top wing may have a maximum of 25 sq. feet, 61"- wide, with 30"-inch x 72"-inch side boards.
- a) Cockpit adjustable Top Wing will be permitted. Manual Top Wing may be adjusted under Open Red Flag conditions only.
- b) The front wing must be a maximum of 2'-feet x 3'-feet with the leading edge no more than 6"-inches ahead of front tires and not extend beyond outside of front tires. An adjustable front wing by the cockpit/driver while the car is stationary or in motion is not permitted.
- c) No rudders and/or fins on the front wing.

BRAKES

- a) Titanium, aluminum or steel brake materials will be permitted. Titanium parts which rotate in a diameter larger than 1.5" other than the rotors will not be permitted.

WEIGHT

- a) The minimum car weight with a driver at the conclusion of any qualifying or race: 1500 lbs. with a fire suppression system. Car and driver without a fire suppression system must weigh 1550 lbs. Starting weight must allow for the burn off of fuel.
- b) Officials will allow a car to re-scale two times by pulling off the scale and pulling back on.
- c) Reading of the final attempt will become the entered weight. If, at the scales, the car fails to meet the minimum weight, the following penalties apply:
 - 1.Qualifying: The car forfeits the earned qualifying and must start last in a heat race.
 - 2.Heat Race: Car will be scored last for that event but remains eligible for the next qualifying race.
 - 3.Preliminary Mains, and Feature: Car and Driver will be scored in the last finishing position of the race. If disqualified in the B-main or A-main feature, participant loses any feature money.
- d) Weight rule will be strictly enforced and there will be no tolerance.

BALLAST WEIGHT

- a) Ballast weight will not be permitted in the bumpers, nerf bars, seats, floor pans, or any miscellaneous and or extraneous components. Ballast will not be permitted when using a lightened engine block. The nerf bars and bumpers must be steel, with a maximum wall thickness of .095. Any ballast must be painted white with car number displayed on the weight and securely bolted to the car. Ballast weight must be located between the front motor plate and no more than 12" behind rear motor plate. 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 will 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 (Figure 1).

DRIVE LINES

- a) Open drive lines will not be permitted. Safety hoop or strap is required. Rear end center section must be centered within the rails. Titanium parts which rotate in a diameter larger than 1.5" will not be permitted. Carbon drive train parts will not be permitted. Carbon parts that rotate will not be permitted. A safety strap or hoop attached to the chassis is required.

FUEL TANK

- a) Standard sprint car fuel tank & bladder assembly or Fuel Safe enduro cell meeting FIA-FT3 & SFI Spec. 28.1 is required. A main fuel line shut off within driver's reach is required. An onboard fire suppression system is highly recommended.
- b) Fuel cell securely mounted with bladder mandatory. The same fuel cell/tank will be used for the entire program. You will not change a fuel cell without track official's approval.
- c) Only pure methanol or ethanol is allowed. Additives of any type will not be permitted. Fuel is subject to chemical analysis and feature money may be withheld until samples are analyzed.

BODY

- a) Only standard type Sprint Car bodies, tails and hoods will be permitted.
- b) Side foils, rudders and/or panels that extend beyond the rear of the cage support bars will not be permitted.
- c) Nose pieces and/or the top portions of the hood must not extend forward of the leading edge of the front torsion tube or similar position on a coil-over car. Torsion tubes must be positioned in what is considered a conventional location. The hood side paneling or other side body pieces must not extend forward of and/or below the front axle.
- d) Sunshields that restrict the driver's vision at the discretion of the track officials will not be permitted.
- e) Wedges and/or foils underneath the racecar will not be permitted.
- f) Pieces that are added to the basic frame to resemble, imitate and/or be specifically designed to deflect, trap and/or form a pattern for air to travel in a directed manner, except for those used to cool and/or protect the motor and the brake system, will not be permitted. Mirrors of any kind will not be permitted.

SAFETY EQUIPMENT

- a) SFI approved helmet, 5-point harness, fire suit, gloves, shoes, arm restraints required. Hans® type neck device strongly recommended.

TRACK AND INFIELD ACCESS

- a) No driver, crew member, or any other team member may enter the track or infield without the approval of a track official.

COMMUNICATION DEVICES

- a) RACEceiver radios are mandatory. No two-way radios will be allowed. Any driver who deliberately ignores orders given by officials in such a way as to bring potential harm to another competitor, official and/or fan will be expelled for the night.

TRANSPONDERS

- a) A working transponder is mandatory and will be securely attached to the right front area of chassis near the torsion tubes. See (Figure 1 and Figure 2).

CONDUCT

- a) Any driver, crew member or team associate that enters the race surface or infield without express approval from an official is subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by track officials.
- b) All drivers should not exit their car unless there are extenuating emergency circumstances. They should shut off the electrical power, remain in their car and wait for track and/or safety officials without removing any personal safety equipment. At no time should a driver and/or crew member approach any portion of the racing surface or another moving vehicle.



As a businessman and Hall of Fame racer, Don Kreitz Jr. transformed his success on the race track to increased sales of race car parts. "I won't sell anything here that I wouldn't use on my own race car, he said. Kreitz often experiments with race car parts to assure himself they are durable and safe before he orders a supply for his customers. It pays off in the long run, through customer interest and support. Give Kreitz Oval Parts a call to help get you in victory lane!

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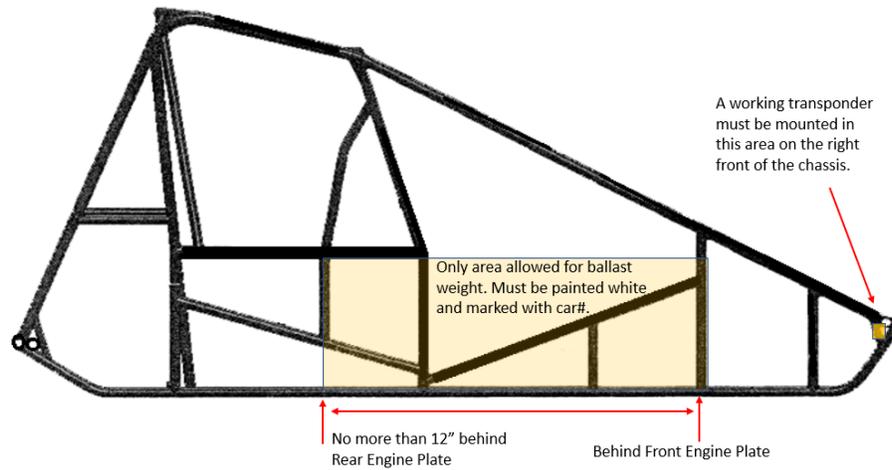


Figure 1. Ballast Weight and Transponder Location



Figure 2. Transponder Location

Race Event Procedures

The rules as stated herein will cover the procedures and rules of the racing event at Route 66 Motor Speedway. Procedures and rules of the racing event may be altered by track officials. Racing event procedures and/or racing event rules are final and non-appealable.

INSPECTIONS

- a) All cars entered and present at the event must pass pre-race inspection prior to any on-track activity. Pre-race inspection may take place in a specified area and/or in the regards of space directly at the team's pit area. Refusal to present vehicle or preventing officials from completing pre-race inspection will result in disqualification from the event.
- b) All cars are subject to a complete inspection at any time during the event.
- c) 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 car from that particular racing event will be held until the analysis has been completed and a determination has been made by track officials.
- d) Track officials may at their discretion, inspect any car entered for competition at any time.
- e) Track officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete car for competitive analysis and/or research data.

PILL DRAW

- a) All drivers and teams must draw for a position in time trial qualifying at the designated location in order to be officially entered in the event. The drivers and/or teams are responsible for their own pill draw.
- b) All pills must be drawn prior to the posted drivers meeting time. Teams will have the ability to have someone draw for a time trial position on their behalf if the team is late arriving. Team must still have car inspected before any track activity.
- c) If a car and driver show up after the start of drivers meeting, but before qualifying has ended, they will be placed at the end of qualifying and be given one lap to qualify with a time no better than one spot out of the heat race inversion. They will however, be placed into the corresponding heat race group that would be the next group to have a car added to it in the chronological order.
- d) If any car(s) scratches after the pill draw and before the start of the drivers' meeting, they will be removed from the entry list.
- e) The entry list becomes official at the start of the drivers' meeting.



At Triple X Race Components, we don't just build race parts – we race too. We know the time and expense it takes to race. That's why we offer the most common Sprint Car, Midget, and 600 Mini Sprint parts. We keep our costs down by building thousands of each part. We build the parts that get damaged the most, and then we pass our savings along to you. With our discounted pricing, you can afford to always race hard.

DRIVERS' MEETING

- a) All drivers must attend the drivers' meeting. Those teams in violation of not attending the Drivers' Meeting could face a fine or disqualification.
- b) The number of racecars starting each event and the number of laps for each event will be announced at the drivers' meeting.
- c) 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.

HOT LAPS

- a) If wheel packing is necessary, participation is required to retain time trial position. If a 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 one spot out of the heat race inversion.
- b) Drivers must hot lap in listed group unless having trouble that is reported to a track official.
- c) Hot laps will be limited to one 3-lap session per group.

QUALIFYING

- a) Qualifying will consist of two consecutive timed laps unless otherwise noted and when possible 2 cars at a time. Changes to the two-lap qualifying procedure will be at the discretion of the track officials.
- b) 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 was interfered with during his qualifying attempt, he must notify the track 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.
- c) Qualifying will take place in the order of the pill draw. Each car and/or team will have a one-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 and the best a late car can qualify is the first car outside the invert, notwithstanding the actual qualifying time of record as 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 the first car outside the invert. Any car that receives one lap at the end of qualifying shall only become Dash eligible if such car finishes first in its respective heat race. Such car shall not become Dash eligible based on qualifying time (ex. first in overall qualifying).
- d) The cars and/or teams that are late must be in line before the last scheduled car pushes off. Qualifying will be closed once all cars that are in line have been pushed off to begin their time trial

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- e) In the event of two or more cars posting the same time in time trials, the tie breaker will be the fastest other lap time of the two consecutive recorded laps. If this does not break the tie, the tie will be broken by the qualifying order draw. In the event that one (1) lap qualifying is utilized, the tiebreaker will be the qualifying order draw. The car that with the lowest pill draw will be awarded the faster time.
- f) Any car that fails post qualifying inspection (ex. fails to report directly to the scales, too light at scales, illegal tire, wings, 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 Dash eligible regardless of their heat race finish.
- g) Any car that is unable to take or post a time during qualifying may become Dash eligible if such car finishes first in its respective heat race.
- h) 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 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.

HEATS/DASH

- 1. Invert 4 from qualifying. Heat winner and fastest qualifier that transfers will advance to the Dash. 6-lap Dash will have pill draw for lineup. Dash finish will determine Feature lineup.

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. Top two fastest qualifiers not transferring from the heats, will start on the front row.

A-MAIN

- 1. Unless instructed to do otherwise the top three (3) finishers from the A-Main must proceed directly to the scales to be weighed and inspected then must proceed directly to victory lane and participate in all victory lane activities, including, but not limited to, top 3 photos, media interviews, victory lane photos, etc. Failure to comply may result in a fine. Any extenuating circumstances will be considered.
- i) General Racing Procedures
 - 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, incorrect line-up, driver's safety equipment malfunction, etc.
 - 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 track officials.
 - 3. The maximum number of event laps will be stated by the race director during the driver's meeting, but may change due to extenuating circumstances.

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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.
5. A caution flag will be thrown for any car(s) that does a 360-degree spin during green flag racing. Cars(s) that perform a 360-degree spin and can continue without stopping after a caution has been called, even if contact is made with another car or obstruction, will not be charged with a caution.
6. If the flagman throws the caution flag without direction from the race director and the director deems the caution to not be necessary, all cars will retain their position from the last lap in which they were scored.
7. At the discretion of the track official, any car that is involved in two (2) single car spins that are unaided will be disqualified from the that race event and sent to the pits.
8. At the discretion of the track official any car that intentionally brings out a caution period will be disqualified from the event.
9. Any car that cannot maintain a minimum race speed may be black flagged and told to leave the racing surface at the discretion of the track officials.
10. All races must be completed in a “green-white-checker” finish. This means if the yellow flag is displayed or caution lights illuminated prior to the leader receiving the checkered flag, that race will be restarted and run for two consecutive laps before completion. Under certain conditions, at the discretion of track officials, a one lap “white – checkered” finish is allowable.
11. If a race is red flagged and cars are sent to the pits, then any and all work, including tire changes, are permitted, except for the right rear tire during heat races or the A-Main.
12. 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.
13. Any cars that stop, either on the racing surface and/or in the pit/designated work area or leaves the track unauthorized during a caution period will be required to restart behind the cars on the same lap that stay on the track.
14. 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 behind cars on the same lap that stay on the track.
15. 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 lapped cars.
16. Any car that spins-out as the field is stopping for a red flag situation will retain their running position provided: 1) no contact is made with another car, fence, wall or like obstacle that, in itself, would require a yellow or red flag, and 2) the driver maintains full control of their car during the process of stopping.

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17. 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.
18. Any car that stops because of a blocked track, at the discretion of a track official, will not be considered involved in the red or yellow flag incident.
19. Any car that is stopped for consultation during a caution period will retain its position only if the track officials deem the car 'clear' and permit it to return directly to competition without adjustment.
20. Any car that requires a push-off at any time during an event must have a rear bumper in place.
21. 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 track officials.
22. 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 or any other action deemed appropriate by track officials.
23. 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 track 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. Alternate(s) starters will not be given a starting position in this situation. 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.
24. For any cautions after the initial green flag has been displayed and without completing a lap, the line-up would be adjusted as follows: any cars not involved in the caution will be crisscrossed.
25. Designated work area time is 2 minutes. Work area is always open; however, 2 minutes will not be given after push off, during Dash, and last half of Main events. Work area trips are limited to one during preliminary events. No changing of any tire or wheel unless flat or damaged and approved by a track official. No adding fuel in the work area. 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. If a car remains in the work area it can re-enter during any ensuing race stoppage, lining up behind any cars that are on the same lap as said car that is re-entering.
26. Late arriving driver and car combinations will be allowed to race under the following guidelines:

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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. Once the first heat is started, no cars can be added to heat races.

b. If car and driver arrive after the first heat race has started, they can be placed at the tail of either the D, C or B-Main line-up. 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.

27. If any car which has been confirmed “scratched” to a track 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.

28. 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 or any other action deemed appropriate by track officials.

29. 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.

30. 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 any other action deemed appropriate by track officials.

31. The addition of bolt-on weight during any yellow and/or red flag condition will not be permitted.

32. The track scales are located in the infield and will be available and open to scale cars prior to hot laps at the event.

33. All cars are subject to being weighed at any time during the event.

34. If a car is found to be light after any race, it will be scored last for the event but retains its times of record from time trials. Any car that is found to be light after the A-Main will be scored last and forfeit any money.

35. Each car will have (3) three attempts to meet the minimum required weight.

36. When instructed to do so by the track officials, cars must proceed immediately to the scale area.

37. Except for extenuating circumstances drivers must remain seated and strapped in the car during the weighing process unless released by track 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.

FLAG RULES/OFFICIAL'S SIGNALS

- a) 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.
 - 3. Passing will not be permitted before the green flag is displayed at the designated point.
- b) 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 track officials.
- c) Red Flag:
 - 1. When the red flag is displayed all cars on the racing surface and in the pit area must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident.
 - 2. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by track officials.
 - 3. At the discretion of the track 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. Crew members will not be permitted on the race track and/or to their race cars.
 - 5. OPEN RED: The track officials will determine when the track is open. When the track officials 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, except 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 will 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. Cars with manual top wings may adjust their wings during an Open Red.
- d) FUEL RED: As soon as all the crews have reached their cars an air horn designating a 2- minute work period will be sounded. The 2-minute work period procedure is the same as outlined for an OPEN RED. Any repairs and adjustments, except changing a tire or wheel, can be made to the race car as long as they are completed before the 2-minute period has expired.

- e) Black Flag:
 - 1. When a black flag is displayed for the sprint car (mechanical, tire, wing, 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.
- f) White Flag:
 - 1. When the white flag is displayed, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.
- g) Checkered Flag:
 - 1. When the checkered flag is displayed, it signifies the completion of the race. Only the leader of the respective race that is on the track needs to cross the scoring line to signify the completion of the race. In the instance that a caution comes out after the checkered flag is displayed, split scoring will be utilized per definition above.
- h) Officials Signals:
 - 1. All drivers must obey signals, communications, and/or any other track official's communications that assist in the direction and facilitation of creating proper lineups and/or the process of completing the event.

BACK UP CARS / DRIVER CHANGES

- a) Any substitute driver must be a driver that has not already competed in the respective event. Once a driver has qualified his/her car that shall constitute competing in respective event.
- b) 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 track officials.
- c) Any such change will result in the driver starting at the rear of the next race in which the car has qualified for.
- d) If a driver moves to a different team's car 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.
- e) 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 thru 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.

CAR DECALS

- a) The event decals of sponsor and contingency decals must be displayed prominently without modifications made to each respective decal on both sides of the outside top wing. Teams may place decals on any portion of both sides of the outside top wing; however, the bottom 8 inches of the outside top wing is the recommended and preferred area.
- b) The track 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 event promoter, including the image of the sport.
- c) Failure to comply with any of the above rules may result in a loss of purse monies and/or any other penalty as deemed necessary by track officials.

PENALTIES, FINE SCHEDULES AND PROTESTS

- a) The Route 66 Motor Speedway conducts itself as one of the top tracks in the United States and expects its competitors to conduct themselves in a professional manner at all times during any event. 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, are in regard to the initial penalty. Multiple infractions of the same type will increase the severity of the penalty.

9.1 PENALTIES AND FINE SCHEDULES

- a) 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 track event. Team owners are ultimately responsible for paying fines on behalf of all members on their respective team.
- b) Any Competitor that attempts to and/or does physically abuse any track 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. Maximum = \$2000.
- c) Any Competitor that verbally abuses any track official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by track officials. Maximum = \$500.
- d) 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 track officials. Maximum = \$200.
- e) 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 track officials. Maximum = \$500.

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- f) 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 track officials. Maximum = \$100.
- g) 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 track officials. Maximum = \$1,000.
- h) Any Competitor that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by track officials. Maximum = \$1,000.
- i) 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 any other action deemed appropriate by track officials. The minimum penalty will be as follows; disqualification from the Event, a fine of \$400, 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 up to six (6) months in duration from any other event.
- j) Any Competitor that attempts to or uses an illegal engine will be subject to disqualification and/or fine and/or suspension and/or loss of earned purse as deemed appropriate by track officials. Maximum = \$10,000.
- k) 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 any other action deemed appropriate by track officials. Maximum fine: \$300.
- l) 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 purse and/or any other action deemed appropriate by track officials. Maximum = \$1,000.
- m) 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 purse earnings and/or any other action deemed appropriate by track officials. Maximum = \$5,000.
- n) 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 any other action deemed appropriate by track officials. Maximum = \$500.
- o) 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 any other action deemed appropriate by track officials. Maximum = \$500.
- p) Any Competitor who ignores a flag or Official signal will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by track officials. Maximum = \$500.

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- q) 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 any other action deemed appropriate by track officials. Maximum = \$10,000.
- r) 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 any other action deemed appropriate by track officials. Maximum= \$500.
- s) Any Competitor that publicly criticizes Route 66 Motor Speedway via social media, including re-tweets (Twitter, Facebook, Instagram etc.) or thru quotes given to news reporters will be subject to a fine. Maximum = \$500.

9.2. PROTESTS

- a) All protests must be turned into the track officials within five (5) minutes of the posting of the official finish.
- b) The protest filing fee and protesting fee must be paid at the time of the protest.
- c) Only the car owner, the driver and/or the designated team representative of the car owner may turn in an official protest.
- d) 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.
- e) If the car protested is found legal, the protesting fees will be released to the protested team less the protest filing fee.
- f) 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.
- g) Any altercation relating to the incident with Officials and/or any other racing participants by the team filing the protest will nullify the objection.
- h) **PROTESTING FEES:** (Figures in parentheses are protest filing fees): Motor tear down involving heads off and cylinders inspected; \$750 (\$75): This allows the inspector to inspect block only. Weight will be \$750 (\$75) and the protest must be made prior to the protested car crossing the scale. P&G Tests, fuel test including chemical analysis and all other technical protests; \$500 (\$50).
- i) **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 track officials and/or the tire manufacturer. The determination of the facility will be final and non-appealable.
- j) The track 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 track officials when a formal protest is not turned in.

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- k) The track 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.

SCORING

- a) Split Scoring will be utilized for all races within the Event.
- b) All races are scored at the designated finish line. Electronic scoring line may not always be the same location as the finish line.
- c) The official starting lineup will be posted by the Track officials after the completion of all qualifying events.
- d) Restart lineups will be derived from the tracks official scorer using the electronic scoring system.
- e) 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.
- f) 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.
- g) On all yellow & red flag stoppages, lapped cars will be placed at the tail.
- h) 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.

PAYOFF PROCEDURES

- a) 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 track pit building following the conclusion of the last event. All such payments will be made only when transponders are returned.
- b) A race event is only considered complete once the ½ way point of the A-Main is reached or as determined by track officials. Purse will only be paid if the ½ way point is reached.

FACILITY MAPS



Figure 3. Pit Entrance Procedures



Figure 4. Pit Area



ROUTE 66 MOTOR SPEEDWAY 4101 SE LOOP 335 AMARILLO, TX 79118

Amarillo, Texas

Lyndon Moss Memorial Sprint Car Race

\$10,000 TO WIN

\$400 TO START

Make Check Out To:
2 Brothers Promotions

Send Entry Form and Check to:
2 Brothers Promotions
17500 Lake Ridge Drive
Canyon, TX 79015

ALL STAR FORMAT

Time Trials
Heats - Invert 4
Dash
B-Main(s)
A-Feature



Awards and Activities
Fast Time - Kids Kool Helmet - Hard Luck
Best Appearing Car - Hard Charger - Dash Winner - Silent Auction

305 SPRINTS

Go to our website for complete rules:
Engine MUST BE sealed and you MUST present your Hard Card
Hoosier 38214 RR Tire, any Hoosier LR that durometers 35.
Titanium Rotors and Top Wing Slider okay
1500 lbs. weight rule with driver
No bleeders. No fuel additives.

Pits Open at 2pm
Tech Inspection 2:00 - 5:30pm
Engine - Fuel - Weight - Tires - Bleeders
Random Inspection at anytime all night

ENTRY FEE: No entries will be returned. If entry form and fee are received prior to **Sunday, August 8, fee is \$50.** Entries received after August 8 deadline are \$150. All prize money and awards will be paid after the race in cash. Indicate below the person or business entity to receive the tax forms. **PLEASE PRINT**

Car Owner: _____

Address _____ City _____ State: _____

Zip _____ Phone _____ Email _____

Social Security or Federal ID Number _____

Owner's Signature _____ Date _____

By my signature, I hereby agree to abide by and agree to the rules of the event and decision of the race director.

Driver _____

Address _____ City _____ State: _____

Zip _____ Phone _____ Email _____ Car # _____

3 Sponsors _____

Chassis _____ Engine Builder _____ Crew Chief _____

ADVERTISING PROMOTION AND OTHER PROJECTS RELEASE: Route 66 Motor Speedway, its duly authorized agents and assigns, may use, on a non-exclusive basis, my name, likeness and photographs of me, my vehicles and / or my team, including photographs of me, my vehicles, and / or my team taken during any Route 66 Motor Speedway sanctioned racing event in 2021 and all related motorsports activities in and around the premises, locations, and facilities where the racing events and activities are or will be taking place [hereinafter the "EVENT(S)"] in any way, medium or material, (including without limitation by and through television, radio, air wave, cable, and satellite reproductions, transmissions over the internet and public and private on-line services authorized by Route 66 Motor Speedway and the like) before, during and after the EVENT(S), for promoting, advertising, reporting or recording the EVENT or any other Route 66 Motor Speedway sanctioned EVENT, and for sales and other purposes of commerce, and I do hereby relinquish to Route 66 Motor Speedway in perpetuity, all rights thereto for such purposes.

Driver's Signature: _____ Date _____

By my signature, I hereby agree to the above Advertising Promotion and Other Projects Release

ENTRY FORM