



Prairie Thunder Sprint Car Series General Rules and Specifications

(updated 2/15/26)

Disclaimer:

- **Rules are subject to change without notice. All decisions by Prairie Thunder Sprint Car Series officials are final.**
- These rules 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 these rules. **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 - and neither the Prairie Thunder Sprint Car Series or its officials can be held responsible to any damage, injury or death that may occur at any series event. Racing is a dangerous sport. Drivers registering for this series acknowledge that they have read these rules and must abide by them.**

General Information:

- Raceceiver radios are MANDATORY! We reserve the right to penalize drivers that fail to utilize a Raceceiver. No two-way radios are allowed. Raceceivers should be set to the default 454.0000 channel unless otherwise specified.
- MyLaps racing transponder is MANDATORY.
- All racing programs are subject to change. Any such changes will be covered during the drivers' meeting.
- No earnings will be issued until the required W-9 tax form is completed and returned to Prairie Thunder Sprint Car Series officials.
- All cars are subject to inspection at any time. Prairie Thunder Sprint Car Series reserves the right to refuse entry to any car or driver.

- Negative social media, in any form, specific to the Prairie Sprint Car Series WILL NOT BE TOLERATED.

Driver's Meeting

- All drivers must attend the driver's meeting. Drivers in violation of not attending the driver's meeting could face penalties and fines.
- The number of cars starting each event and the number of laps for each event may be announced at the driver's meeting.
- Any changes in the basic event night program due to car count, track conditions and/or any other circumstances will be announced at the driver's meeting.

Scoring procedures

- All races are scored at the designated start/finish line.
- 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 cars involved in the accident.
- After the first completed green flag lap, following the original start or restart, when the caution is displayed all cars that were scored under green flag conditions will hold that scored position with 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. Racing back to the start/finish line will not be permitted. This is also known as split scoring. A completed lap is considered leader plus one (1).

Safety Equipment

- Flame retardant driver suit, gloves and shoes and mandatory. A full-faced helmet is mandatory. A head and neck restraints are highly recommended.

Qualifying Procedures

- Qualifying heat races will be held at all events. Lineups are determined by a random pill draw.
 - The draw is held at the close of the driver's meeting. It is the responsibility of the driver or a team representative, to be present for the draw. No exceptions will be made.
 - The top 16 finishers from heat races, will draw/redraw for starting position in the A feature. B features will be utilized to round out the field of 20.

Race Procedures

- *Push Starts* -
 - All push starts will take place on the racetrack, unless otherwise specified. Spread out when you roll out onto the racing surface. Prairie Thunder Sprint Series officials will signal drivers when it is safe to push off. Do not push off until Prairie Thunder Sprint Series officials have signaled to do so!

- Cars that require a second push during their heat and/or feature will be placed in the rear.
- *Hot Laps* -
All participants will hot lap by heat race. Spread out! This is not an official race! Work together to increase your speed!
- *Starts* -
 - All starts and restarts will take place at a consistent speed. Consistent speed will be at the discretion of Prairie Thunder Sprint Series officials.
 - Starts will take place within a designated area that will be identified at the driver's meeting.
 - Any car out of line and/or passing before this point will bring out a caution period and will be penalized (2) two positions on the ensuing restart. If an offending car is located on the last row on the starting grid, then that car is allowed to restart but will be penalized 2 positions from its finishing position. If the same car commits a second offense it shall be disqualified from that event.
 - All front row cars must choose their racing line coming out of turn three (3) and must maintain that line until the start or restart occurs. Failure to do so will result in a two (2) position penalty. Failure to acknowledge and comply with the "move back" signal may result in being parked for the race.
- *Restarts* -
 - All restarts will take place with the lead lap cars moved to the front of the field. Lapped cars will pull to the inside and fall behind the last lap car on the lead lap in their order of running.
 - The restart area will be at the designated restart area, which will be announced at the Driver's Meeting.
 - Restarts will follow the single-file procedures (i.e.: cone on front stretch). A restart cone will be placed on the front straightaway. Cars will assemble in a single file running order.
 - All cars must pass to the right of the restart cone(s) in a single file, nose to tail manner. If a car passes to the left on the restart cone, hits the cone, passes another car before reaching the cone, is not in a proper nose to tail alignment and/or laying back to create an excessive gap between cars, then that car will be penalized two (2) positions. Any car in the last 2 running positions of the restart that commits an offense will be allowed to

restart but will be penalized 2 finishing positions. If there are multiple violations, the car may be disqualified from the event

- *Engine Rules-*

- Any small block V-8 engine platform, with the cam in the block, and a **maximum of 360 cubic inches** (+1 percent tolerance for rebuilds.) Engines must be naturally aspirated, with no forced induction. Turbochargers, superchargers, etc., will not be permitted.
- Absolutely no computer controls!
- **Absolutely no traction control drives of any kind are allowed!**
- **Must declare engine size when arriving at the racetrack.**

- *Car Rules-*

- Any sprint car type chassis is allowed.
- Only spring car type bodies and tail tanks will be allowed. No foils, rudders or panels are to extend beyond the roll cage.
- **Cars must weigh a minimum of 1500 lbs.**, including the driver, at the conclusion of the race. Additional bolt-on-weight will be permitted but must be fastened to the frame and/or chassis in a secure manner.
- No cockpit adjustable devices of any kind.
- Mufflers are NOT required unless the hosting racetrack requires mufflers. When specified by the racetrack, any type of muffler is acceptable.

- *Top Wing -*

- **Max top wing angle is 20 degrees**, with a +1-degree tolerance. Measured from the center of the leading edge to the center of the trailing edge (not including the wicker bill on flat top wings). Measurements are made by laying a straight edge down the center of the wing, parallel to the side boards and then using a gauge to determine the angle.
- The top wing cannot be cockpit/driver adjustable. **All cars must utilize a manual slider mechanism.**
- Center foil maximum size of 25 square feet, with a maximum width of 60 inches, with a one degree plus or minus tolerance. The center foil shall be fully sheathed in aluminium. Vent holes are strictly prohibited.
- No wicker bill or Gurney lips permitted on the center foil, **unless the center foil is totally flat, then a ONE INCH wicker bill is allowed.**
- Other than the slider mechanism, no moving parts are allowed on or in the foil structure.

- The 12-inch section located at the rear of the center foil must not have the belly/curl arc out of proportion with the rest of the center foil. The belly/curl must span the entire length of the center foil and appear to be a gradual arc with the deepest point no further back than 48 inches from the leading edge. As measured on a 12-inch straight edge, the belly at 6 inches from the rear of the foil may not be deeper than $\frac{1}{2}$ inch.
 - The belly/curl arc must start at the radius of the center foil's leading edge and shall not exceed a depth of 2.5 inches. Center foil thickness cannot exceed 9 inches. The center foil top surface from side to side must remain flat. Center foil must be one-piece construction. No split or biwings will be allowed. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber, etc.
 - Two stationary foils or rudders will be allowed to run the entire length of the underneath portion of the top wing. Maximum height proportions are 1 inch at the front and 3 inches at the rear. Nowhere shall the foil/rudder exceed 3 inches in height.
- *Nose Wing -*
 - Center foil maximum size of 6 square feet, with maximum width of 36 inches, with a one degree plus or minus tolerance. The center foil shall be fully sheathed in aluminum. No vent holes allowed.
 - Wicker bills up to 1 inch are allowed on the nose wing, flat or dished.
 - The center foil top surface from side to side must remain flat. Center foil must be one piece. No split or biwing will be allowed. No moving parts allowed on or in foil structure.
 - The 5" section located at the rear of the front foil must not have belly/curl arc that is out of proportion with the rest of the front foil. As measured with a 5-inch straight edge, the belly at 2.5 inches from the rear of the foil may not be deeper than $\frac{3}{8}$ inch.
 - The belly/curl arc must span the entire length of the front foil and appear to be a gradual arc with the deepest point no further back than 12 inches from the leading edge. The belly/curl arc must start at the front foil's leading edge and shall not exceed a depth of 2 inches. Top foil thickness cannot exceed 3.6 inches.
 - No rudders or fins on nose wings

*305 can use any wing angle, no slider, any wicker
360 adhere to rules above*

- *Sideboard Panels* -
 - All side boards must be within an eight-degree plus or minus tolerance and be square to the center foil.
 - Side panels may not be supported by braces whose section is not horizontal. All braces or supports shall be oriented thin edge to face the air stream. Only rectangular, round, or oval metal braces, not exceeding 1 inch in width, may be used.
 - No aero suction side panel brace material is allowed. No brace support shall resemble a wicker bill or split wing.
 - **Top Wing** - Sideboards maximum is 72 inches long and 30 inches tall. Panels must be of one-piece construction. Panels must be fabricated flat to have no turnouts or flaps made of more than 2 inches of material on the front or rear of the panel, and no more than 1.25" of turnout as measured from the center foil. The leading edge of the sideboard may not be behind the leading edge of the center foil.
 - **Front Wing** - Side boards maximum size is 12 inches tall and 26 inches long, with no more than one inch overhang from the center foil front edge to the sideboard front edge. Sideboards may have front, back, top, and bottom turnout of no more than ½ inch.

- *Fuel* -
 - Methanol or Ethanol only! NO NITRO or other additives are allowed.

- *Tires* -
 - **ANY brand of sprint car tires can be used.**
 - Left Rear tire must durometer a minimum of **30** (shore hardness)
 - Right Rear tire must durometer a minimum of **35** (shore hardness)
 - The altering of any tire compound, by any means will not be permitted. Chemical alteration of the tread carcass and/or tread compound, such as tire 'soaking' and/or the introduction of tread 'softener' and/or the physical defacement (removal, altering and/or covering) of tire sidewall markings in any manner will not be permitted.

If you have any questions or need further information, please contact:

Doug Tuin
 Worthington Speedway Promoter

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