



2024
RULE BOOK

CONTACT INFORMATION
for the
MIDWEST THUNDER 410s SPRINT CAR SERIES

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2024 MIDWEST THUNDER 410s RULES

INTRODUCTION

The following specifications have been prepared by the Midwest Thunder 410s Sprint Series (MT 410s) as guidelines for the operation of a competitive sprint car series.

These rules are intended as a guide and are in no way a guarantee against injury or death to the participants, spectators, or others.

Common developments in auto racing and technology may mandate changes in these specifications. However, it is the intent of MT 410s officials to enforce and police these rules throughout the season. Anything not covered by these specifications should be approved by the series officials.

Where a change is necessary, MT 410s will make every effort to announce any changes to rules, policy, or procedure during the drivers meeting.

If you have any questions, please contact the proper MT 410s official. If a situation arises during an event which is not clearly covered by the written rules or announcements at the drivers meeting, MT 410s official will make the final decision on the situation at the time it occurs and make any required adjustments to the rules following the event.

MT 410s Officials' decisions are FINAL.

DRIVER REQUIREMENTS

Memberships - MT 410s annual membership is \$100, paid before April 1st of the current race season the fee will be \$75. If your membership is not paid prior to an event, a temporary membership of \$25 will be charged. *Drivers competing on a temporary membership will receive "show up points only" until membership is paid in full*

AGE RESTRICTIONS - The minimum age of a driver will be determined by the management of each track. It's the driver/car owner's responsibility to check with the track prior to any appearance to race.

DRIVERS MEETINGS - All drivers should attend the drivers' meeting. Any changes to the program or format will be announced at the drivers' meeting, and those announced changes take precedence over the written rules for that event.

DRUGS AND ALCOHOL - The use of illegal drugs is prohibited.

CONDUCT - We are guests at the speedway, act professionally on and off the track. Drivers are responsible for the actions of their crew. Any abuse, verbal or physical, towards any official or competitor, fighting, or going to another competitor's pit with intentions to confront any on track issue will be handled according to the severity of the offense and may result in a penalty.

CAR AND DRIVER SAFETY RESTRICTIONS

MANDATORY EQUIPMENT:

- 1) Fuel Bladder
- 2) Rear Bumper in Place to be Pushed
- 3) Headrest
- 4) Full Containment Seat or Right Side and Left Side Safety Nets
- 5) Quick Release Steering Wheel
- 6) Racing Approved Five (5) Point Seat Belt Restraints
- 7) Full Coverage, Snell-Approved Racing Helmet
- 8) Minimum Two (2) Layer Fire Suit
- 9) Arm Restraints
- 10) Nomex Gloves

RECOMMENDED EQUIPMENT:

- 1) Head and Neck Restraints
- 2) High Impact Roll Bar Padding
- 3) Knee Protection
- 4) Front Axle Tethers and Drag Link Strap

SAFETY GEAR - Safety gear should be in good condition, installed and used in accordance to the manufacturer's instructions. Safety gear should be worn any time the sprint car is attempting to fire the engine.

UNSAFE CARS/DRIVERS - Any car or driver thought to be unsafe by officials will not be allowed to race. Any car or driver thought to be causing an unsafe condition on the track will be black flagged. All decisions of the MT 410s officials are final.

MUFFLERS - Mufflers may be mandatory at some tracks. Be prepared to meet this requirement at all races.

EVENTS ON THE PROGRAM AND LINE-UPS

ORDER OF EVENTS

- 1) Registration and Pill Draw
- 2) Drivers Meeting
- 3) Warm Motors
- 4) Hot Laps/Group Qualifying
- 5) Heat Races
- 6) B-Main (1 or 2)
- 7) Feature

REGISTRATION/PILL DRAW - Drivers must register, receive a transponder, and do a random pill draw to determine which group they will compete with for that event. If you are a late arrival and miss the pill draw, you will be assigned to a group. You must go out with your assigned group in order to receive hot laps/group qualifying. In event you do not have a qualifying time, you tag the tail of your heat race.

GROUP QUALIFYING - Drivers will hot lap/group qualify in a 3 lap session. The best lap of the session will be your qualifying time.

INVERSION PROCESS - The top 4 qualifiers in each heat will be inverted, with the remainder of the field starting straight up. Winner of heat 1 will draw a number to determine the exact number of cars to be inverted for the feature event. Top 2 of each heat are eligible for redraw.

MAINS (Transfers) - The top finishers in each heat race will transfer straight to the feature event. The decision on the number of drivers to transfer from each heat race will be announced at the drivers meeting.

B MAIN - The top finishers of the B Main will be added to the tail of the feature lineup. The decision on the number of drivers to transfer from B Main will be announced at the drivers meeting.

PROVISIONAL PROGRAM

PROVISIONAL PROCESS - The provisional driver list for the first event of current race season will consist from the previous racing season. The remainder of the racing season the provisional list consists of the current up to date points.

Once the feature lineup has been set, an MT 410 official will begin at the top of the current points and go down offering a provisional starting spot to the highest driver on the list who did not make the feature.

A driver may accept or decline the provisional option.

In the event the driver declines, MT 410 will continue down the list to the next eligible driver. All drivers on the list are limited to (2) provisional starts for the season.

A driver taking a provisional for the A Main must have attempted to compete that day or evening to be eligible for a provisional starting spot.

A backup car may be used any race by withdrawing the primary car for the rest of the program. You must notify a series official of the change. The backup car must start at the tail of the driver's next scheduled event.

Driver changes will be allowed. In case of a driver change the car must move to the tail to start the race. Points will be awarded to driver of the car during any particular event in the program.

A driver can only qualify one car per event. Drivers qualify for the the feature through heats and B mains. Before a driver can compete in a second car, the first car driven must be withdrawn. Once a driver changes cars, that driver cannot return to the original car.

RACING RULES AND ON TRACK PROCEDURES

ENGINES - Steel or aluminum blocks with any cubic inch.

DIRT TIRES - Hoosier tires only.

Any solvents and/or chemicals applied in any way to a tire that alters the chemical makeup of the compound or have the effect of altering tire durometer construction is prohibited.

Series officials reserve the right to sample tires randomly from any competitor throughout any race event. Penalties from a tire found to be altered from the original factory benchmark specifications are:

- Forfeit winnings and loss of points for that event
- Fine of \$1,000 (to be paid before next event)
- Car owner/driver: 1-race suspension from next MT 410 event

If a driver chooses to not have a tire sample taken, the driver will be disqualified from the event, earning no points or pay, and will be subject to a \$500 fine to be paid before returning to competition.

RADIOS - Drivers required to have a working raceceiver.

No 2-way radio contact is allowed when the driver is on the track.

PUSH OFF - The sprint car must have a rear bumper in place.

WORK AREA - Designated work areas are announced during driver meetings. If a car enters the work area under yellow or red flag conditions, the car must be presented for pushoff before the one-to-go signal.

Should the original start or restart be aborted due to a caution or false start, driver may be allowed to tag the tail, as long as no laps have been scored. If a lap is scored under a green flag, you cannot return to action.

GREEN FLAG CONDITIONS

ORIGINAL STARTS - On original starts, while the pole sitter is required to maintain the pace lap speed, it is important that the front row works together to start the race.

If failed attempt to start race, the offending driver will be penalized two positions.

All cars must hold their starting position until the green flag/green light is shown, at that time the entire field is green.

If all cars do not complete the first lap because of a caution flag, then the race will have a double file restart. Any cars stopping on the track must restart at the tail.

When a yellow flag occurs during a racing event, drivers need to get in single file as soon as possible. Timing and scoring will sort out the correct running order reverting back to the last completed lap.

SCRATCHED ENTRIES - In the event of a scratched entry, the line will move straight forward (no criss-cross).

RESTARTS - After a lap has been scored, restarts will be single-file. When the green is displayed for a restart, the entire field must remain single file until their car has passed the start cone in turn 4. At that time they may gain/advance their position.

Any car advancing their position before the start cone will be assessed a 2 for 1 position penalty. If yellow comes out during that event it will be assessed at that time, if no yellow the penalty will be at races end.

All cars will line up in the same on-track running order that they were in when the yellow flag was displayed with lapped cars moving to the rear. Any car considered part of the caution will be placed at the tail of the field.

YELLOW FLAG CONDITIONS

STOPPING - You stop for a spin, an accident, the car quits running, or to

avoid a wreck and the caution comes out, you will be considered part of the caution and must restart at the tail of the field.

If determined you were spun intentionally or as a result of rough driving, officials may send the driver causing the spin to the tail. A flagrant violation may result in a black flag for rough driving.

Any car that is involved in 2 single car spins that are unaided will be disqualified from the event.

NO REPAIRS ON THE TRACK - During a yellow or red flag in a race, a car in competition may not be worked on or repaired by any driver, crew member, safety crew, or official on the track. Officials may inspect a race car for any safety issues.

RED FLAG CONDITIONS

RED FLAG RULE - All red flags are “closed reds.” No crew members or unauthorized individuals are allowed on the track. Any violations of this rule may result in the disqualification of the car for that race. Cars may be taken to the designated work area by Track Officials ONLY to be worked on during a closed red.

OPEN RED - If determined that the red flag will be lengthy, the officials may declare an “open red” by having the flagman wave the white flag. Adjustments may be made to the car under an open red flag. No jacks are allowed on the track, and all 4 tires on the car must remain on the ground.

Fuel can be added on the track, but it is recommended that the driver be out of the seat before fueling can begin.

PAYOFF PROCEDURES

PAYOFF POLICY - Please return your transponder before picking up your payoff money or non-transfer money, with in 30 minutes after completion of feature event.

MT 410 SPRINT CAR SERIES POINT SYSTEM

SHOW UP POINTS - Drivers will receive 5 show-up points for demonstrating or an observable attempt to race. An event canceled or rained out prior to the start of qualifying will have no points awarded.

POINTS FOR MAINS - Drivers starting the A main will receive feature/heat/show up points. Drivers not transferring to A main will receive B main/heat/show up points.

A driver utilizes a provisional starting spot for the A Main, will receive no B main points, since feature points will be earned.

TIES - The step-by-step process to be followed in deciding which driver has earned the top position when two or more drivers finish the season tied in points is outlined here:

- 1) Number of feature wins, then the number of seconds....

MT 410 SERIES POINTS TO BE AWARDED

HEATS	B-MAIN	FEATURES
	Non-Transfers	
1st - 10	1st - 15	1st - 40
2nd - 9	2nd - 14	2nd - 37
3rd - 8	3rd - 13	3rd - 36
4th - 7	4th - 12	4th - 35
5th - 6	5th - 11	5th - 34
6th - 5	6th - 10	6th - 33
7th - 4	7th - 9	7th - 32
8th - 3	8th - 8	8th - 31
9th - 2	9th - 7	9th - 30
10th - 1	10th - 6	10th - 29
	11th - 5	11th - 28
	12th - 4	12th - 27
	13th - 3	13th - 26
	14th - 2	14th - 25
	15th - 1	15th - 24
		16th - 23
		17th - 22
		18th - 21
		19th - 20
		20th - 19
		21st - 18

Show up points 5

Thanks for supporting
Midwest Thunder 410s!

2024 Midwest Thunder 410s

Saturday	March 30 th	Brownstown IN	Spring Thaw	25 \$TBD
Saturday	April 27 th	Paragon Speedway	Spring Showdown	25 \$2500/400
Saturday	May 25 th	Red Hill Raceway	Memorial Weekend Special	25 \$3000/400
Sunday	May 26 th	Tri-State Speedway	Memorial Weekend Classic	25 \$3000/400
Friday	May 31 st	Circle City Raceway	Midwest Sprint Madness	25 \$2500/400
Saturday	June 8 th	Tri-State Speedway	USAC Midget week	25 \$2500/400
Saturday	June 15 th	Red Hill Raceway	Illinois Sprint Rumble	25 \$2500/400
Saturday	July 20 th	Paragon Speedway	Leon Gentry Memorial	25 \$2500/400
Friday	August 9 th	Circle City Raceway	Sprint Sizzler	25 \$2500/400
Saturday	August 10 th	Paragon Speedway	Summer Sprint Shootout	25 \$2500/400
Saturday	August 17 th	Tri-State Speedway	20 th Hoosier Sprint Nationals	30 \$5000/400
Saturday	August 31 st	Red Hill Raceway	Labor Day Weekend Special	25 \$3000/400
Sunday	September 1 st	Tri-State Speedway	Labor Day Weekend Challenge	25 \$3000/400
Friday	September 20 th	Circle City Raceway	Sprintacular in Central IN	25 \$2500/400
Saturday	September 28 th	Circle City Raceway	Indy's Best of Sprints	25 \$2500/400
Friday	October 4 th	Circle City Raceway	MT410/BOSS Clash	25 \$2500/400
Saturday	October 5 th	Tri-State Speedway	Harvest Cup	30 \$8000/400
Saturday	October 26 th	Red Hill Raceway	Season Finale	25 \$2500/400

Dates, laps, and purse subject to change without notice.

midwestthunder410s.com

