



## Notice 410 & 360 Sprints

**THE FOLLOWING WING RULE IS EFFECTIVE AT THE FIRST RACE OF 2010.**

### **Top Wing Option #1 (optional for 2010, mandatory in 2011 at Silver Dollar Speedway, Golden State Challenge - King of California Sprint Car Series, Placerville Speedway, California Sprint Car Civil War Series events)**

- a)** Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90° angles with no variance allowed. Center foil top is to be flat from front to back and side to side.
- b)** Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c)** Maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.
- d)** The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing adjustment forward and backwards only.
- e)** Center foil thickness cannot exceed 9 inches. Underneath side of center foil must appear to be a continuous smooth arc with no recesses, concaves, or protrusions. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.
- f)** No foils or rudders will be permitted anywhere on the top wing.

### **Top Wing Option #2 (optional for 2010, not allowed in 2011 at Silver Dollar Speedway, Golden State Challenge - King of California Sprint Car Series, Placerville Speedway, California Sprint Car Civil War Series events)**

- a)** Center Foil maximum size of 25 square feet with a maximum width of 60 inches. Center Foil must be square or rectangular in shape with all 4 corners set at 90 degree angles with no variance allowed.
- b)** Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.
- c)** No wicker bills or Gurney lips permitted on Center Foil.
- d)** The top wing can be cockpit/driver adjustable. Other than the slider mechanism, no moving parts permitted on or in foil structure. Only one slider mechanism allowed on top wing, allowing forward and backwards movement only.
- e)** 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 arc 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 ½ inch. There is zero tolerance on this ½ inch depth. It is suggested that the wing blue print specify 15/32 inch depth, so that if any deflection

or movement of the wing occurs, the depth will not exceed the ½ inch specification. (This ½ inch measurement ensures that the belly/curl arc is gradual.)

**f)** The belly/curl arc must start at the radius of the Center Foil's leading edge and shall not exceed a depth of 2½ inches. Center Foil thickness cannot exceed 9 inches. Center Foil top surface from side to side must remain flat. Center Foil must be one-piece construction. No split or bi-wings will be permitted. Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings. Top wing must not extend beyond outside of rear tires.

### **Front Wing**

**a)** Center Foil maximum size of 6 square feet with a maximum width of 36 inches. Center Foil must be square or rectangular in shape with all four corners set at 90° angles.

**b)** Center Foil shall be fully sheathed in aluminum. Vent holes, dimples, ridges, etc. are strictly prohibited anywhere on the wing.

**c)** No wicker bills or Gurney lips permitted on Center Foil unless the car is outfitted with Wing Option #1, in which case a maximum 1" removable wicker bill may be mounted on the rear edge of the center foil. Wicker bill must be 90 degrees to the top of the center foil. No built-in wicker bills or gurney lips allowed. Maximum dimension of wicker bill may change periodically.

**d)** Maximum distance from the Center Foil front edge to the front edge of the front axle may not exceed 20 inches.

**e)** The Center Foil front edge must remain at least 1 inch behind the front edge of the front bumper. Center Foil top surface from side to side must remain flat.

**f)** Center Foil must be one piece. No split or bi-wings will be permitted.

**g)** Wings must be fabricated of metal alloys only. No fiberglass, carbon fiber or other similar material may be used in the basic framework of the wings.

**h)** The Front Wing must not extend beyond outside of front tires. The Front Wing may not be cockpit or driver adjustable while the car is stationary or in motion.

**i)** No moving parts permitted on or in foil structure. No rudders or fins allowed.

**j)** The 5" section located at the rear of the front foil must not have a belly/curl arc that is out of proportion with the rest of the front foil. As measured on a 5-inch straight edge, the belly at 2 ½ inches from the rear of the foil may not be deeper than 3/8 inch. There is zero tolerance on this 3/8 inch depth. It is suggested that the wing blue print specify 11/32 inch depth, so that if any deflection or movement of the wing occurs, the depth will not exceed the 3/8 inch specification (This 3/8 inch measurement ensures that the belly/curl arc is gradual).

**k)** 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. Front foil thickness cannot exceed 3.6 inches.

### **Side Board Panels**

**a)** 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 adjustable bracing allowed.

**b)** No aero elliptical brace material permitted.

**c)** No brace or support shall resemble a wicker bill or a split wing.

**d)** Side boards must be mounted square to the center foil and parallel to each other. No kick-out allowed.

### **FRONT**

**e)** Front side boards maximum 12 inches tall and 26 inches long with no more than one inch overhang from the center foil front edge to the side board front edge.

**f)** Side boards may have front, back, top and bottom turnouts of no more than ½ inch.

**TOP**

**g)** Top wing side boards maximum size, 72 inches long and 30 inches tall. The top 2/3's of each top wing side panel shall consist of only 2 corners. Each corner shall be set at a 90° angle with no variance. This portion of the side panel's leading edge cannot be behind the center foils leading edge.

**h)** Panels must be of one-piece construction.

**i)** Panels must be fabricated flat. Turnouts on all edges of the wing must not exceed 1-1/4" x 1-1/4" and must be orientated at a 90° angle to the flat portion of the side panel.

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