



## **2016 SCHEDULE**

<b><i>JUNE 3rd</i></b>	<b><i>BEDFORD SPEEDWAY</i></b>
<b><i>JUNE 4th</i></b>	<b><i>PORT ROYAL SPEEDWAY</i></b>
<b><i>JUNE 5th</i></b>	<b><i>PATH VALLEY SPEEDWAY</i></b>
<b><i>JUNE 9th</i></b>	<b><i>HESSTON SPEEDWAY</i></b>
<b><i>JUNE 10th</i></b>	<b><i>HESSTON SPEEDWAY</i></b>
<b><i>JUNE 11th</i></b>	<b><i>HAGERSTOWN SPEEDWAY</i></b>
<b><i>JUNE 12th</i></b>	<b><i>SELINGSGROVE SPEEDWAY &amp; AWARDS</i></b>
<b><i>(June 6th IS A RAIN DATE FOR PATH VALLEY SPEEDWAY)</i></b>	

PLEASE MAIL ATTACHED DRIVER INFO SHEET AND W9 TO:  
APPALACHIAN MOUNTAIN SPEEDWEEK  
P.O. BOX 324  
ENOLA, PA 17025

January 1, 2016

## 2016 Appalachian Mountain Speedweek Format

### Time Trials:

- a. Competitors will draw for time trial order upon entering the event.
- b. Time trials will consist of two laps if the car count is under 35 cars. When 35 or more cars are present time trials will consist of one lap. Any car not making its designated time trial spot will time last, receive only one lap and will not be eligible for heat race inversion. ***\*\*Time trials may be changed to one lap regardless of car count by management due to impending weather and/or circumstances deemed necessary by officials.***
- c. One car at a time will time trial, but the "Group" time trial format will be used to determine the heat race line-ups. Participant's time trialing in Group #1 will have their qualifying times used to set the line up for Heat #1. Group #2 times will be used to establish the line-up for Heat #2 and so on.
- d. Fast Time recipient will be brought to the front stretch for quick interview and to receive fast time award. At that time Fast Time driver will also draw for Heat Invert.

### Heats: (Invert to be 2, 3 or 4)

- a. Heats will be 10 laps in distance and will be lined up by time trials and according to invert that is drawn by the Fast Time award recipient. Heat inverts will be 2, 3 or 4.
- b. Number of cars qualifying through their heat will be determined on a race by race basis with car count determining how many heats are required.
  - a. Less than 36 cars – 3 Heats, 6 to qualify (3 to redraw)
  - b. 37 – 48 cars – 4 Heats, 5 to qualify (2 to redraw)
  - c. 49 – 60 cars – 5 Heats, 4 to qualify (2 to redraw)
- c. Restarts for the Heat will be double file Delaware style with the leader by himself in row one and the field lined up 2 by 2 back through the field. ***\*\*Series and Speedway officials reserve the right to cancel the double file restarts at any time during the Heat do to track conditions and/or excessive cautions off of restarts\****
- d. At completion of all heats the top 2 or 3 (Determined by Car Count) in each heat will be brought to front stretch for quick interview and redraw for their feature starting spot. We will use children from the stands. Drivers will be asked to pose for a photo with corresponding child and to provide an autograph on a series provided souvenir used in the re-draw process.

### B-Main(s)

- a. B-Mains to be 12 laps in distance and to be lined up heads up from Heat finishes. Qualifiers through the B-Main will start feature heads up at the tail end of the Feature lineup after all heats qualifiers.
- b. Number of B-mains needed and number of cars qualifying to the feature to be determined on a race by race basis with car count being the determining factor.
- c. Restarts for the B-Main will be double file Delaware style with the leader by himself in row one and the field lined up 2 by 2 back through the field. ***\*\*Series and Speedway officials reserve the right to cancel the double file restarts at any time during the B-Main do to track conditions and/or excessive cautions off of restarts\****
- d. ***\*\* Fast Time Qualifier will be added to field in the 25th Starting position if he does not qualify for the feature via heat or B-Main. (Must race in B-Main)***
- e. ***\*\* Each Speedway will have the option of a "Promoters Choice" provisional(s).***
- f. ***\*\* You must start B-Main to receive non-qualifier tow money from the Speedway.***

### Feature:

- a. Feature to be 40 green flag laps.
- b. Drivers will be asked to do a 4 abreast salute to the fans lap prior to taking the green flag.
- c. Restarts for the Feature will be double file Delaware style with the leader by himself in row one and the field lined up 2 by 2 back through the field up until and including lap 35. Any restart after lap 35 will be single file. ***\*\*Series and Speedway officials reserve the right to cancel the double file restarts at any time during the feature do to track conditions and/or excessive cautions off of restarts\*\****
- d. Top three drivers and the hard charger will be required to stop on the front stretch after the checkered flag for a quick interview and/or Photo.



**2016 (Standard)**  
**40 – LAPS**

1. 4,000
2. 2,000
3. 1,500
4. 1,300
5. 1,100
6. 1,000
7. 900
8. 800
9. 725
10. 625
11. 550
12. 525
13. 475
14. 450
15. 425
16. 425
17. 400
18. 400
19. 400
20. 400
21. 400
22. 400
23. 400
24. 400

**Total = 20,000**

**1st of 2 Day Show**  
**30 – LAPS**

1. 3,000
2. 1,500
3. 1,200
4. 1,100
5. 950
6. 800
7. 700
8. 650
9. 600
10. 550
11. 500
12. 450
13. 425
14. 400
15. 375
16. 375
17. 350
18. 350
19. 350
20. 350
21. 350
22. 350
23. 350
24. 350

**Total = 16,375**

**2nd of 2 Day Show**  
**50- LAPS**

1. 5,000
2. 2,500
3. 1,700
4. 1,350
5. 1,200
6. 1,100
7. 950
8. 900
9. 800
10. 700
11. 625
12. 600
13. 575
14. 550
15. 550
16. 525
17. 500
18. 500
19. 500
20. 500
21. 500
22. 500
23. 500
24. 500

**Total = 23,625**

**All non-qualifiers receive \$50 tow money. (Must start the B-Main)**

## 2016 Appalachian Mtn. Speedweek Point Structure

<u>Feature Points</u>	<u>Heat (4 Qualify)</u>	<u>Time Trial</u>
1. 125	1. 20	<b>**(Points</b>
2. 100	2. 18	<b>Awarded To</b>
3. 95	3. 16	<b>Each Group)**</b>
4. 90	4. 14	1. 30
5. 85		2. 28
6. 80	<u>Heat (5 Qualify)</u>	3. 27
7. 75	1. 20	4. 26
8. 70	2. 18	5. 25
9. 65	3. 16	6. 24
10. 60	4. 14	7. 23
11. 55	5. 12	8. 22
12. 50		9. 21
13. 45	<u>Heat (6 Qualify)</u>	10. 20
14. 40	1. 20	11. 19
15. 35	2. 18	12. 18
16. 30	3. 16	
17. 25	4. 14	<u>**Overall</u>
18. 20	5. 12	<u>Fast Time**</u>
19. 15	6. 10	1. 20
20. 10		
21. 5	<u>B-Main (2 Qualify)</u>	
22. 5	1. 8	
23. 5	2. 7	
24. 5		
	<u>B-Main (4 Qualify)</u>	
	1. 8	
	2. 7	
	3. 6	
	4. 5	

\*\*50 Show-up points will be awarded to each driver in attendance per event\*\*

**Appalachian Mountain Speedweek**  
**Technical Bulletin 12-01**  
**Release May 4th, 2012**

**BODIES**

- A. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- B. Driver's seat must remain on the left side of the drive line.
- C. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- D. Bodyline must be a smooth even line from front to rear.
- E. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- F. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- G. All body panels must be solid. No holes, slots, or air gaps are permitted.
- H. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

**INTERIORS**

- A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel.
- C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- F. Rear Deck Height should be 37" from ground to deck at bottom of spoiler.  
***(We will allow a 2" tolerance up to 39". If the measurement is 39.001" you will have to lower your deck height to compete)***

**SPOILER**

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

**ROOF AND ROOF SUPPORTS**

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.
- D. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, fortythree inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must remain the same size. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.
- I. Sail Panel Windows Openings must be the same size on both the left and right sides, they must be in the same location and orientation on both the left and right sides.
- J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.

**END.**

**Appalachian Mountain Speedweek**  
**Technical Bulletin 13-01**  
**Release January 24, 2013**

**ENGINE RULES AND ENGINE SET-BACK**

- A. Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- B. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- C. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- D. Magnetos are permitted. However, the engine must have an operating self starter.
- E. A maximum of twenty five and one-half (25-1/2") inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
- F. Carburetor is limited to one four barrel.
- G. All engines are limited to one spark plug and two valves per cylinder.
- H. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed
- I. No overhead cam engines.

**ELECTRONIC AND TRACTION CONTROL DEVICES**

- A. All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are strictly prohibited.
- B. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- C. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are not permitted in cockpit or any other driver accessible areas.
- D. Any remotely controlled components inside or outside the cockpit of any competitor's racecar are NOT permitted.
- F. Radios or devices for transmitting voice or data are prohibited, either in the racecar or on anyone connected with the car.

**WEIGHT**

- A. The total weight of the car with the driver will be; A minimum of 2,250 lbs as weighed on the track scales.
- B. All weights must be painted white and clearly labeled with the car number on it.
- C. Any weight(s) must be securely attached to the frame below the body decking.
- D. Weights attached to the rear bumper and/or outside the frame will not be permitted.
- E. Pellet-type and/or liquid-type weight/ballast will not be permitted.
- F. ***Cars not making weight will be disqualified.***

**END.**

**Appalachian Mountain Speedweek  
Technical Bulletin 15-01  
Release March 15, 2015**

**TIRE COMPOUND**

- A. Only Hoosier 1300 or harder or American Racer 44 or harder may be used during all Appalachian Mountain Speedweek events. This compound rule applies for all 4 corners of the race car and is in affect at all points of the program from and including Time Trials through and including the completion of the Feature.
- B. All tires much punch/durometer a minimum of 40 at all times.
- C. **Any Tires that do not conform to the above compound rule will result in the drivers immediate disqualification from the event in question.**

**END.**

**Appalachian Mountain Speedweek  
Procedure Bulletin 15-01  
Release May 7, 2015**

**SERIES STARTING PROCEDURE - PENALTIES**

- A. Track officials retain the right to call jumping on starts/re-starts in regulation with their individual weekly procedures for making such a call.
- B. All track official calls regarding jumping are determined final and not open to review.
- C. The penalties enforced are as follows:
  - a.) If the leader is called for jumping (leaving early) he or she will be moved back one row for the re-start.
  - b.) If any other starter is called for jumping he is penalized 2 spots for every car he or she jumps. If the start is called back, the driver(s) called for jumping immediately receives the penalty. If the start is not called back the driver(s) called for jumping receives the penalty at the next restart or at the end of the race whichever happens first.
- D. **All participants stopping on the track to dispute a call or in any way holding up the show will be sent to the rear or to the pits as determined by series officials.**

**END.**





## 2016 Driver Information Sheet

**NAME:** \_\_\_\_\_

**WIFE/GIRLFRIEND** \_\_\_\_\_ **CHILDREN** \_\_\_\_\_

**YEARS RACING:** \_\_\_\_\_ **CAREER WINS:** \_\_\_\_\_

**CAR No.:** \_\_\_\_\_ **CAR OWNER:** \_\_\_\_\_

**ENGINE BUILDER:** \_\_\_\_\_ **SHOCK BRAND:** \_\_\_\_\_

**CHASSIS BRAND:** \_\_\_\_\_ **TIRE BRAND:** \_\_\_\_\_

**SPONSORS:** \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Please Mail Completed Form to:**  
**Kurt Smith**  
**c/o Appalachian Mtn. Speedweek**  
**P.O. BOX 324**  
**Enola, PA 17025**

## Request for Taxpayer Identification Number and Certification

**Give Form to the  
requester. Do not  
send to the IRS.**

Print or type See Specific Instructions on page 2.	Name (as shown on your income tax return)	
	Business name/disregarded entity name, if different from above	
	Check appropriate box for federal tax classification: <input type="checkbox"/> Individual/sole proprietor <input type="checkbox"/> C Corporation <input type="checkbox"/> S Corporation <input type="checkbox"/> Partnership <input type="checkbox"/> Trust/estate  <input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=partnership) ▶ _____  <input type="checkbox"/> Other (see instructions) ▶ _____	
	Address (number, street, and apt. or suite no.)	Requester's name and address (optional)
	City, state, and ZIP code	
List account number(s) here (optional)		

### Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on the "Name" line to avoid backup withholding. For individuals, this is your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the Part I instructions on page 3. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN* on page 3.

**Note.** If the account is in more than one name, see the chart on page 4 for guidelines on whose number to enter.

Social security number									

Employer identification number									

### Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me), and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding, and
3. I am a U.S. citizen or other U.S. person (defined below).

**Certification instructions.** You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions on page 4.

<b>Sign Here</b>	Signature of U.S. person ▶	Date ▶
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## 2016 Owner Information Sheet

**OWNERS NAME:** \_\_\_\_\_

**OWNERS Phone #:** \_\_\_\_\_

**OWNERS Address:** \_\_\_\_\_

**Drivers Name:** \_\_\_\_\_ **Car #:** \_\_\_\_\_

**Please Mail Completed Form to:**

**Kurt Smith**

**c/o Appalachian Mtn. Speedweek**

**P.O. BOX 324, Enola, PA 17025**