



2026 RULEBOOK
VERSION 1.1

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General Overview

The Race for the Million (RFTM) Sprint Car program is conducted under the guidelines outlined in the 2026 Race for the Million Rule Book. These regulations define how all RFTM events are operated, managed, and officiated. Rules may be revised at any time, and supplemental bulletins or event-specific adjustments may be issued publicized when necessary. By entering an RFTM event, every competitor agrees to abide by the current rulebook as well as any future updates or modifications.

Safety Disclaimer

These rules are not intended, nor should they ever be interpreted, as a guarantee of safety. Publishing and enforcing these guidelines do not create any expressed or implied safety warranty. Their purpose is solely to establish consistency and orderly operations. Motorsports is inherently risky, and no rule, procedure, or compliance effort can remove the possibility of injury or death to competitors, officials, spectators, or any other individuals.

Authority of Officials

The Race for the Million Director of Race Operations has full authority to adjust, waive, or add rules or procedures when circumstances require it, provided that minimum standards are upheld. All interpretations of the rulebook rest exclusively with the Director and RFTM Officials, and their decisions are final. Any modifications, temporary or permanent, should not be viewed as an indication or guarantee of increased safety.

Participant Responsibility

All participants are responsible for ensuring that their conduct and equipment comply with every applicable rule, including rules that may be added or amended. By choosing to participate, competitors accept the inherent risks of motorsports and acknowledge that these rules cannot ensure protection from injury or death.

Effective Date of Rules

All RFTM rules become effective as of the date they are published, regardless of when an individual competitor becomes aware of them. Amendments may be issued through official bulletins or communicated during drivers' meetings and become effective upon publication.

All regulations in this rulebook apply to every RFTM-sanctioned practice and competition. RFTM retains the authority to perform random inspections and may impound ignition systems, ignition boxes, wiring looms, tachometers, or any related component deemed necessary. Requested items must be surrendered immediately upon demand; failure to do so will result in disqualification from the event and potential suspension from the series.

Interpretation & Technical Oversight

In any dispute over the meaning or application of a rule, the judgment of the Director of Race Operations will prevail. All elements of vehicle design, construction, and configuration are subject to inspection and approval by the Technical Director. The Race Director and Technical Director reserve the right to reject any car, component, or design they believe to be unsafe, non-compliant, or inconsistent with the intent and spirit of these rules.

Testing Policy

No Sprint car testing will be allowed at any of the venues prior to the event. This will result in an automatic disqualification of the event. RFTM competitors are permitted to race with another series at these tracks.

Age Requirements

Sprint car Drivers must be 18 years of age. Drivers under the age of 18 will be available for review by the Race for The Million staff and considered for a review of this rule. Additional release of liability/waivers will be required.

For any questions about age requirements please reach out to one of our staff members and we can discuss them further. Race For the Million has the right to refuse a competitor from competing due to age, experience, and or risk factors.

Supervisory Staff

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Definition of Terms

The following terms, which appear periodically throughout this 2026 Race for the Million Rule Book, have the following meanings:

A-Main – the feature race of an Event.

Bulletin – an amendment to the Rule Book issued and published by the Series through the electronic version of the Rule Book or as otherwise issued or distributed by the series.

Competitor – A driver, car owner, crew member and/or any other person (other than a RFTM Official) who participates competitively in a Race for the Million sanctioned racing Event. Whenever the words Competitor, driver, car owner, mechanic, team member and/or crew member are used, unless the context indicates otherwise, the term used shall be interpreted to include any driver, car owner, crew member and/or other person assigned to or a member of the same racing team.

Director – person responsible for:

- Ensuring proper observance of the Rule Book.
- The control of practices, qualifying and races.
- The stopping of practice or the race in accordance with the Rule Book if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- All versions of the starting procedures.
- Directing the use of medical cars/fast intervention vehicles.
- Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids and races) and presentation of reports to appropriate committees.
- Undertaking the other designated Director activities set forth in the Rule Book.

Event – A Race for the Million sanctioned event. The event includes the main races and all ancillary activity leading up to and following the conclusion of the event, including registration/pill draw, Drivers Meeting, inspection (pre- and post-race), hot laps, time trials, heat races, features, and it includes events affected by inclement weather and/or postponed dates related thereto.

Definition of Terms Continued

RFTM Officials – Persons employed or contracted by the Race for the Million to officiate at an event, sometimes referred as “Officials.”

Rule Book – The rules in this 2025 Race for the Million Rule Book, as they may be amended or modified from time-to-time.

Series – the Race for the Million operated

Split Scoring – In the instance that there is a caution after the leader and at least one other car has crossed the scoring line, split scoring will be used: those cars that crossed the scoring line before the caution will be scored in the manner in which they crossed the scoring line. Those cars that had not yet crossed the scoring line at the time of the caution will be scored in their position in which they crossed the scoring line on the previous lap. On all laps, except the final lap, at least 2 cars must cross the scoring line to qualify for split scoring. On the final lap, only the leader must cross the scoring line for split scoring to be utilized.

Sprint Car – A specified racing vehicle that fits the specifications set forth in this Rule Book.

Start Finish Line – Point on the race track where the official timing and scoring loop is installed

Drivers Meeting – Race for the Million Officials will conduct a Competitors meeting at each race Event.

General Conduct

Professional Conduct Requirement

All competitors are required to conduct themselves in a professional, respectful, and responsible manner at all times, as determined solely by RFTM Officials. This standard applies to all forms of communication and behavior, including but not limited to verbal statements, written correspondence, electronic communication, text messages, videos, social media posts, live streams, and any other medium that could reflect on the event, the RFTM Sprint Car Series, its officials, partners, sponsors, or fellow participants. Any conduct that damages, discredits, or undermines the reputation or integrity of RFTM will subject the competitor to disciplinary action.

Substance Use Policy

No competitor shall compete, participate, or engage in any official capacity at an event while under the influence of alcoholic beverages, illegal substances, or any impairing agent. This prohibition applies before, during, and after all official RFTM activities, including practice, qualifying, competition, and post-race procedures. Violation of this rule will result in immediate removal from the event, disqualification, and further penalties up to and including suspension or expulsion from the Series.

Mandatory Consultation With Officials

At any time during an event, RFTM Officials may require a competitor to report to the Race for the Million trailer or another designated location for consultation. Such a request may be communicated verbally or via one-way radio and must be complied with immediately. Failure or refusal to report when directed will result in fines, suspension, or any additional disciplinary action deemed necessary by RFTM Officials.

Parking as a Disciplinary Action

RFTM Supervisory Officials may, when circumstances warrant, order a competitor or team to be "parked." Parking is a directive to cease competition immediately and may include an order to withdraw from a portion of an event, the entire event, subsequent events, or to leave the premises altogether. Parking is used only in severe or extraordinary situations to protect safety, order, or the integrity of the event.

Parking is not considered a disqualification, suspension, or formal penalty and cannot be appealed.

Probation

RFTM Supervisory Officials may place a competitor on probation as a disciplinary measure during or after any RFTM event. Probation is effective immediately upon issuance of a written probation notice, which must be acknowledged and signed by both the participant and the Race for the Million Director. The probation period will remain in effect for the duration specified in the notice. Failure to acknowledge, accept, or comply with the terms of probation will result in immediate suspension from future RFTM events.

Series Championship

The Race for the Million will award Sprint Car drivers (“Drivers”) championship points for each Series event based on their official finishing position. At the conclusion of the full Series schedule, Race for the Million Officials will declare the Race for the Million Champion(s). The Drivers Champion will receive the posted championship payout, determined by the total cumulative points earned throughout the season.

FINISH	POINTS
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1
11th - 15th	.5
*Points are only awarded for the A-Main *Points are only awarded for the 1 st A-main on Twin Feature Night	

Racing Event Procedures

The procedures and regulations outlined in this rulebook govern all aspects of each racing event. RFTM Officials reserve the authority to modify event procedures or rules at any time as circumstances require. All decisions, procedures, and rulings issued by RFTM Officials regarding any racing event are final and not subject to appeal.

1. Inspections

All Sprint Cars entered in any Race for the Million event and intending to participate are subject to undergo and pass pre-race technical inspection before taking part in any on-track activity. Upon successful completion of inspection, each car will receive an official inspection decal, which must be properly affixed to the chassis.

Pre-race inspection may occur in a designated inspection area or, when space or circumstances require, directly at the team's transporter. Any refusal to present a car for inspection, any action that delays or obstructs inspection, or any attempt to prevent Officials from completing the inspection process will result in immediate disqualification from the event, along with additional penalties, fines, and/or suspension as deemed appropriate by RFTM Officials.

- a. All Sprint Cars are subject to a complete inspection at any time during the Event.
- b. RFTM Officials may at their discretion, impound a part/component, engine and/or any other components and/or the complete Sprint Car for competitive analysis and/or research data.

2. Pill Draw

- a. All drivers and teams must draw for a practice group. 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. Team Owners will have the ability to have someone draw for a practice group on their behalf if the team is late arriving.

3. Drivers Meeting

- a. All drivers must attend the Drivers Meeting.
- b. 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.

Racing Event Procedures Continued

4. Hot Laps

- a. Drivers must hot lap in listed group unless having trouble that is reported to a RFTM Official.

5. Qualifying

- a. Qualifying will consist of two consecutive timed laps unless otherwise noted
 - i. These laps must be ran consecutively
- b. Qualifying order will be determined by combined practice times slowest to fastest
 - i. If you miss your spot in qualifying you will qualify last and only receive 1 lap.
 - ii. Late cars must be in line ready to go before the last car receives the checkered flag
- c. 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
 - i. If this does not break the tie, the tie will be broken by the qualifying order
 1. The car that with the lowest pill draw will be awarded the faster time
 2. If a car only completes one lap during a 2 lap qualifying session, they will not be eligible for the second lap tie breaker
 - ii. In the event that one (1) lap qualifying is utilized, the tiebreaker will be the qualifying order
 1. The car with the lowest pill draw will be awarded the faster time
- d. Any car that fails post qualifying inspection (i.e. fails to report directly to the scales, too light at scales, illegal tire, wings, wheels, etc.) will lose its qualifying time of record and will be credited last place time
 - i. If multiple cars fail tech they will be placed based off the order they took their time
- e. All cars must report directly to the scale location after completing their qualifying attempt

Racing Event Procedures Continued

6. Racing

a. Starts / Restarts

- i. Once the allotted time allowed for being on the track or in the push off lane ready to race has expired, any late arriving car will be penalized two (2) starting positions.
 1. Any car pushed after the field has started assembling must start at the rear of the field.
 - a. This rule may be adjusted from time-to-time, "EIRI", at the discretion of the Race for the Million Director.
 - ii. All starts and restarts will take place at a consistent speed
 1. Starts and restarts will take place within a designated area that will be identified at the Drivers Meeting.
 2. The pole setter is to set the pace for the field.
 - a. The two (2) front row cars must choose their racing line entering turn three (3) and must maintain that line until the start or restart occurs.
 - i. Failure to do so will result in a two (2) position penalty.
 - b. The leader will begin the race by firing between the designated start zone
 - i. Jumping a start or restart will result in a 2 position penalty.

b. General Racing Procedures

- i. 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, driver's safety equipment malfunction, etc. and be placed back into their current running position.
- ii. 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 RFTM Officials
- iii. Cars will not be permitted to be 'pushed-off' after the lights out signal has been given or during any green flag conditions.
 1. An offending car will be automatically disqualified

Racing Event Procedures Continued

- iv. Car(s) that perform a 360-degree spin will be automatic yellow and placed to the tail
- v. If the flagman throws any flag without direction from the RFTM Officials and the Official deems the flag to be thrown in error, the caution flag may be thrown and RFTM Officials will communicate to drivers via one way radio communication.
 - 1. All running cars will retain their position from the last lap in which they were scored prior to the erroneous flag being thrown and the race will be continue from the last lap scored.
- vi. At the discretion of the RFTM Official, any car that is involved in two (2) single car spins that are unaided may be disqualified from the event
- vii. Any car that cannot maintain a minimum race speed may be asked to leave the racing surface at the discretion of the RFTM Officials
- viii. All races will be complete once the leader crosses the finish line at the assigned number of laps.
 - 1. Any race with a yellow or red flag displayed during the white flag lap will result in the race ending in a Green-White-Checkered finish unless deemed by RFTM Officials to be waived for extenuating circumstances
- ix. Any cars that require a push start during a yellow caution period will restart from the tail.
 - 1. Any car that stops because of a blocked track, at the discretion of a RFTM Official will get their spot back.
- x. Any car that is stopped for consultation during a caution period will retain its position only if the RFTM Officials deem the car 'clear' and permit it to return directly to competition.
- xi. 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.
 - 1. The determination of what constitutes deliberately instituting a caution period will be at the judgment of the RFTM Officials
- xii. In the event that a race car is inadvertently or purposely hit by a push truck, pace vehicle, during push off or under yellow flag conditions or other non-racing activity and such incident is witnessed by a RFTM Official, then repairs can be made to the contacted vehicle and that car will maintain its running position.
 - 1. The car must be on the track and ready to go racing when the lineup is correct and the 1 to go is displayed
- xiii. For any cautions after the initial green flag has been displayed and without completing a lap, the line-up would be crisscrossed

Racing Event Procedures Continued

- xiv. Late arriving driver and car combinations will be allowed to race under the following guidelines:
 - 1. If car and driver arrive after qualifying is completed, they will be placed at the tail of the heat race that is next to have a car added to it
 - a. Cars will need to start those races in order to get paid
 - 2. 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.
 - 3. All cars will receive only one (1) 'push-off' per race.
 - a. 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.
 - b. A 'push off' is considered completed only when the pushed car has started and pulled away from the push vehicle.
- xv. Each car will have (2) two attempts to meet the minimum required weight
 - 1. RFTM officials will roll the car off the scales
 - 2. Zero the scales
 - 3. Push the car back on the scales
- xvi. Except for extenuating circumstances drivers must remain seated in their typical racing position in the vehicle during the weighing process unless released by RFTM Officials.
 - 1. 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.

Racing Event Procedures Continued

7. Flag Rules/Official's Signals

a. Green Flag:

- i. When the starter displays the green flag, the track is open for racing.
- ii. The green flag signifies the start or restart of any race and/or time trial run.

b. Yellow Flag:

- i. When the yellow flag is displayed and/or the yellow caution lights are illuminated, this signifies a caution period.
- ii. When the yellow flag is displayed and/or caution lights illuminated no passing is permitted unless instructed to do so by RFTM Officials

c. Red Flag:

- i. When the red flag is displayed all cars on the racing surface and in the pit areas must come to a complete stop in a controlled manner, while not stopping and/or driving through the area of the incident
- ii. During any red flag situation all drivers, unless involved in the incident, must remain in their car unless otherwise instructed by RFTM Officials
- iii. At the discretion of the RFTM 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.
- iv. CLOSED RED: The track will be closed. Competitors will not be permitted on the race track and/or to their race cars.
- v. OPEN RED: The Race for the Million Director will determine when the track is open by displaying a white flag

d. Black Flag:

- i. 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 area immediately for consultation.
 - 1. The car will not be scored from the point that the black flag has been displayed.
 - 2. If after the car is inspected it is determined the black flag was in error, the car will retain his original spot.

e. White Flag:

- i. If the white flag is displayed and the leader of the race crosses the scoring loop, it signifies that the leader of the race and/or the car that is qualifying has started the last lap of that event.

f. Checkered Flag

- i. When the leader of the race crosses the scoring loop under green flag conditions on the final lap, it signifies the completion of the race and/or the car that is qualifying has completed qualifying.
 - 1. Split scoring will be utilized, per the definition above, if a caution is called after the leader has crossed the scoring loop on the final lap.

Racing Event Procedures Continued

8. Back Up Cars / Driver Changes

- a. No back up cars or driver changes will be allowed after the conclusion of qualifying.

9. Series & Car Decals

- a. The Race for the Million decal and designated sponsor and contingency decals must be displayed prominently without modifications made to each respective decal on both sides of the outside top wing.
 - i. 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 RFTM 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 Series, 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 Point Fund monies, purse monies and/or any other penalty as deemed necessary by RFTM Officials

10. Scoring

- a. Split Scoring will be utilized for all races within the Event.
- b. All races are scored at the designated finish line.
 - i. Electronic scoring line may not always be the same location as the painted finish line.
- c. The official starting lineup will be posted by the RFTM Officials after the completion of all qualifying events
- d. Restart lineups will be derived from the Series 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.
 - i. 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. Lap cars will be moved to the back of the lineup.
- 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.

Format 32 cars or less

Practice, Qualifying, Heat Race, Dash ,B-main, A-Main

The below format will be used to set up the race event for all 4 point paying features.

4 Heat Races

Heat races will be straight up from qualifying

Heat 1	Heat 2	Heat 3	Heat 4
Q1 Q5	Q2 Q6	Q3 Q7	Q4 Q8
Q9 Q13	Q10 Q14	Q11 Q15	Q12 Q16
Q17 Q21	Q18 Q22	Q19 Q23	Q20 Q24
Q25 Q29	Q26 Q30	Q27 Q31	Q28 Q32

Top 2 in the heat race will go to the Dash. Dash lineup will be determined by a draw. Heat race winners will draw 1-4. Second place in heat will draw 5-8

3rd & 4th place in heat race will go to the A-Main

B-Main top 8 transfer to A-Main

5th - Heat 1 Heat 2
 5th - Heat 3 Heat 4
 6th - Heat 1 Heat 2
 6th - Heat 3 Heat 4
 7th - Heat 1 Heat 2
 7th - Heat 3 Heat 4
 8th - Heat 1 Heat 2
 8th - Heat 3 Heat 4

A-Main

Dash 1 - Dash 2
 Dash 3 - Dash 4
 Dash 5 - Dash 6
 Dash 7 - Dash 8
 3rd Heat 1 - Heat 2
 3rd Heat 3 - Heat 4
 4th Heat 1 - Heat 2
 4th Heat 3 - Heat 4
 B-main 1 1st - B-main 2 1st
 B-main 1 2nd - B-main 2 2nd
 B-main 1 3rd - B-main 2 3rd
 B-main 1 4th - B-main 2 4th

Format 33 - 48 Cars

Practice, Qualifying, Heat Race, Dash, C-Main, B-Main, A-Main

The below format will be used to set up the race event for all 4 point paying features.

6 Heat Races

Heat races will be straight up from qualifying

Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6
Q1 Q7	Q2 Q8	Q3 Q9	Q4 Q10	Q5 Q11	Q6 Q12
Q13 Q19	Q14 Q20	Q15 Q21	Q16 Q22	Q17 Q23	Q18 Q24
Q25 Q31	Q26 Q32	Q27 Q33	Q28 Q34	Q29 Q35	Q30 Q36
Q37 Q43	Q38 Q44	Q39 Q45	Q40 Q46	Q41 Q47	Q42 Q48

Top 2 in the heat race will go to the Dash. Dash lineup will be determined by a draw. Heat race winners will draw 1-6. Second place in heat will draw 7-12

3rd place in heat race will go to the A-Main

4th, 5th to B-Main plus 6 from C-main

6th, 7th, 8th to C-Main

C-Main top 6 transfer to B-Main B-Main top 6 transfer to A-Main

6th - H1 H2
6th - H3 H4
6th - H5 H6
7th - H1 H2
7th - H3 H4
7th - H5 H6
8th - H1 H2
8th - H3 H4
8th - H5 H6

4th - Heat 1 Heat 2
4th - Heat 3 Heat 4
4th - Heat 5 Heat 6
5th - Heat 1 Heat 2
5th - Heat 3 Heat 4
5th - Heat 5 Heat 6
C-main 1 C-main 2
C-main 3 C-main 4
C-main 5 C-main 6

A-Main

Dash 1 - Dash 2
Dash 3 - Dash 4
Dash 5 - Dash 6
Dash 7 - Dash 8
Dash 9 - Dash 10
Dash 11 - Dash 12
3rd Heat 1 - Heat 2
3rd Heat 3 - Heat 4
3rd Heat 5 - Heat 6
B-main 1 - B-main 2
B-main 3 - B-main 4
B-main 5 - B-main 6

C-Main Top 6 transfer to tail of B-Main (in finish order)

B-Main top 6 transfer to tail of A-Main (in finish order)

Format 49 - 72 Cars

Practice, Qualifying, Heat Race, Dash, C-Main, B-Main, A-Main

The below format will be used to set up the race event for all 4 point paying features.

6 Heat Races

Heat races will be straight up from qualifying

Heat 1	Heat 2	Heat 3	Heat 4	Heat 5	Heat 6
Q1 Q7	Q2 Q8	Q3 Q9	Q4 Q10	Q5 Q11	Q6 Q12
Q13 Q19	Q14 Q20	Q15 Q21	Q16 Q22	Q17 Q23	Q18 Q24
Q25 Q31	Q26 Q32	Q27 Q33	Q28 Q34	Q29 Q35	Q30 Q36
Q37 Q43	Q38 Q44	Q39 Q45	Q40 Q46	Q41 Q47	Q42 Q48
Q49 Q55	Q50 Q56	Q51 Q57	Q52 Q58	Q53 Q59	Q54 Q60
Q61 Q67	Q62 Q68	Q63 Q69	Q64 Q70	Q65 Q71	Q66 Q72

Top 2 in the heat race will go to the Dash. Dash lineup will be determined by a draw. Heat race winners will draw 1-6. Second place in heat will draw 7-12

3rd place in heat race will go to the A-Main

4th, 5th, 6th to B-Main plus 6 from C-main

7th, 8th, 9th, 10th, to C-Main

C-Main top 6 transfer to B-Main B-Main top 6 transfer to A-Main

7th - H1 H2
7th - H3 H4
7th - H5 H6
8th - H1 H2
8th - H3 H4
8th - H5 H6
9th - H1 H2
9th - H3 H4
9th - H5 H6
10th - H1 H2
10th - H3 H4
10th - H5 H6

4th - Heat 1 Heat 2
4th - Heat 3 Heat 4
4th - Heat 5 Heat 6
5th - Heat 1 Heat 2
5th - Heat 3 Heat 4
5th - Heat 5 Heat 6
6th - Heat 1 Heat 2
6th - Heat 3 Heat 4
6th - Heat 5 Heat 6
C-main 1 C-main 2
C-main 3 C-main 4
C-main 5 C-main 6

A-Main

Dash 1 - Dash 2
Dash 3 - Dash 4
Dash 5 - Dash 6
Dash 7 - Dash 8
Dash 9 - Dash 10
Dash 11 - Dash 12
3rd Heat 1 - Heat 2
3rd Heat 3 - Heat 4
3rd Heat 5 - Heat 6
B-main 1 - B-main 2
B-main 3 - B-main 4
B-main 5 - B-main 6

C-Main Top 6 transfer to tail of B-Main (in finish order)

B-Main top 6 transfer to tail of A-Main (in finish order)

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.
 - i. If the Competitor has not won appropriate money, the fine must be paid in full before the car and/or driver participates in another Race for the Million sanctioned Event.
 - ii. Team Owners are ultimately responsible for paying fines on behalf of all Competitors on their respective team.
- b. Any Competitor that attempts to and/or does physically abuse any event 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 by RFTM Officials. Maximum = \$5,000
- c. Any Competitor that verbally abuses any Event Official will be subject to disqualification and/or fine and/or suspension and/or legal action and/or any other action deemed appropriate by RFTM 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 RFTM Officials. Maximum = \$500
- 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 RFTM Officials. Maximum = \$500.
- f. Any Competitor that attempts to and/or passes the pace vehicle (unless instructed to do so) will be subject to the tail and/or disqualification and/or fine and/or suspension and/or any other action deemed appropriate by RFTM 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 RFTM Officials. Maximum = \$5,000
- h. Any Competitor that attempts to use illegal fuel will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$5,000

Penalties and Fine Schedules Continued

- i. Any Competitor that attempts to or uses an illegal engine will be subject to disqualification and/or fine, and/or loss of points, and/or suspension that includes all Events remaining in the Race for the Million racing schedule for that season, and/or any other action deemed appropriate by RFTM Officials. Maximum = \$5,000
- j. Any Competitor that fails to quickly stop for a red flag or drives through the incident area will be subject to tail penalty and/or disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by RFTM Officials. Maximum fine: \$500
- k. 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 points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$5,000
- l. 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 points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$5,000
- m. 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 loss of points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$500
- n. Any Competitor who ignores a flag or Official signal will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$500
- o. 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 loss of points and/or any other action deemed appropriate by RFTM Officials. Maximum = \$500
- p. Any Competitor that publicly criticizes the Race for the Million via social media, including retweets (Twitter, Facebook, etc.) or thru quotes given to news reporters will be subject to a fine. Maximum = \$500

Protests

- a. All protests must be turned into the Race for the Million Director 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 Race for the Million Director and/or the tire manufacturer. The determination of the facility will be final and non-appealable.
- j. The RFTM 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 Officials when a formal protest is not turned in.
- k. The RFTM 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.

Car Rules

a. Engines

- i. Engine size is limited to a maximum of 410 CID
 - 1. Only small block V-8 engines with the cam in the block
 - ~~2. Small block bore space is limited to 4.500"~~
 - 2. The maximum engine cylinder bore size is 4.165 inches**
 - 3. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply
- ii. Steel and aluminum blocks are allowed
 - 1. Billet machined blocks and/or cylinder heads will not be permitted.
- iii. Overhead cam engines are prohibited
- iv. Only normally aspirated engines will be permitted
 - 1. Turbo chargers, super chargers and/or forced induction of any type and/or description will not be permitted
- v. Titanium crankshafts, connecting rods and/or rod caps will not be permitted
- vi. Only two (2) valves and one (1) spark plug per cylinder will be permitted
- vii. Cylinder heads must retain a traditional valve pattern
 - 1. Rotation of the valves will not be permitted
 - 2. Canted or splayed valve cylinder heads must be approved prior to introduction into competition
- viii. All oil pans must have an inspection plug
 - 1. The inspection plug must be a #12AN fitting or 1.00 inch pipe plug
 - a. In the event that an engine does not have an inspection plug the oil pan may be removed for inspection prior to competition
- ix. A maximum of 16 fuel nozzles, utilizing two (2) per cylinder will be permitted.
 - One (1) nozzle must be placed in the cylinder head, and one nozzle must be placed in the injector
- x. Only magneto-type ignitions will be permitted
 - 1. No Crank Trigger on Ignition
 - 2. All ignition components may be inspected, sealed, or confiscated by RFTM at any time
 - 3. RFTM reserves the right to randomly exchange owner MSD ignition boxes for RFTM-owned boxes.
 - a. MSD 8106 is the recommended coil box
 - 4. RFTM reserves the right to send boxes to the manufacturer for inspection. After inspection, the box will be returned to the owner
 - 5. No specially built magnetos are allowed
 - 6. Multiple coil-pack ignitions will not be permitted

Car Rules Continued

- xi. No traction control or launch control of any kind will be permitted
 - 1. Any team found with a traction control device will be automatically disqualified and suspended from the event and the RFTM series
- xii. No electronic telemetry or data acquisition devices of any kind are allowed
 - 1. You may run a tachometer, oil pressure gauge, and water temp gauge
- xiii. Only 2-way, on-off type switches will be permitted
 - 1. No retard, no alternate timing switches permitted in cockpit or within drivers reach
 - 2. One constant timing change switch (retard switch) may be in engine compartment
 - 3. Constant ignition timing mandatory
- xiv. All ignition related items and wiring including coil box, tachometer will not be permitted in the driver cockpit
 - 1. Tachometer screen may be seen from the cockpit
 - 2. Coil boxes that will be mounted in cockpit for heat reasons MUST be fully enclosed by clear lexan or plexi glass with ZERO tolerance of gaps and holes
 - 3. Clear encloser must be bolted to firewall
 - 4. All wiring and such ignition items must be under the engine compartment
 - 5. Tel Tac is the recommended brand of tachometer
 - a. Any other brand needs prior RFTM approval and inspection
 - 6. No Batteries are allowed
 - a. 1 9 volt battery is allowed to operate tachometer
- xv. Engines cubic inch will be verified and sealed at series discretion
 - 1. Drilled bolts are required to accommodate RFTM seal at intake
 - a. Bolts and seals will be provided by RFTM
 - b. Team may provide their own drilled bolts
 - 2. The refusal of inspection of an engine will result in immediate disqualification

Car Rules Continued

b. Fuel

- i. Pure Methanol only
 - 1. Fuel additives, including but not limited to nitro, nitro methane and/or nitrous oxide injection will not be permitted
 - 2. Fuel will be tested at random by RFTM officials
 - i. Refusal of fuel testing will result in immediate disqualification

c. Chassis Frames

- i. All cars must be the open-wheel, open-cockpit type
- ii. No rear-engine sprint cars will be allowed
- iii. All cars are to be rear-wheel drive only
- iv. Roll cages are required to be constructed of SAE 4130 steel tubing or equivalent, with a minimum O.D. of **4-1/2 inches** **1 3/8 inches** and a minimum wall thickness of .095 inches
 - 1. No excess chassis tubing, gussets, flaring, or angling of tubing deemed to aide in aerodynamics will be permitted
- v. The maximum width of the main tubes as measured from the bottom of the rear motor plate (bottom frame rail) 30" vertically will be no wider than 31"
- vi. Sprint car type body and tail tanks
- vii. No tire enclosures of any kind
- viii. Rack and Pinion steering is not permitted
- ix. Each car must be equipped with a firewall between the driver compartment and the engine
 - 1. Must be properly built and sealed
 - 2. No air can be directed through engine compartment to cockpit
- x. All cars must have tubular front and rear bumpers, plus left, and right nerf bars
 - 1. Nerf bars cannot extend beyond the outside width of the tires
- xi. Tubular front axles must incorporate the spool wrap-around design in their construction
- xii. Independent suspension systems are not allowed
 - 1. The front axle must be a one-piece axle
- xiii. Cars will be limited to 4 shocks
 - 1. 1 shock per wheel
- xiv. All radius rods shall be constructed as a solid piece of round tubing with provision for a rod end on each end
 - 1. No addition to the radius rod will be allowed. Radius rods must be attached to the frame and axle in a stationary manner
 - 2. Devices that are designed to change the length or position of the radius rod in any way while the car is moving will not be allowed
- xv. Cars utilizing a front torsion bar suspension may not have bars mounted below the horizontal center line of the front spindles

Car Rules Continued

d. Dimensions and Weight

- i. Cars with 410 cubic inch motors must weigh 1600 lbs. with the driver. Cars with 360 cubic inch motors must weigh 1550 lbs
 1. Added weight must be within the confines of the frame rails
 2. Added weight must be bolted on
 3. RFTM Scales will be the official scales
 - i. These scales will be open at the conclusion of the drivers meeting at a minimum
 4. Any car found to not make weight will be placed last in the previous event
- ii. The rear axles offset will be a maximum of 44.5
 1. This will be measured from the farthest portion of the wheel to include any bead lock bolt to the center of the rear axle
- iii. The overall width of the rear end is 78
 1. This will be measured from the farthest portion of the wheel to include any bead lock bolts, outside wheel to outside wheel
- iv. The wheelbase will be a minimum of 84" and a maximum of 92"
 1. This will be measured from the center of the rear axle to the center of the front axle
- v. Drivelines
 1. The engine, driveline, and rear axle center section must be mounted on the chassis center line within .5" of chassis centerline at a 90° angle to the chassis in a vertical position
 2. A maximum of 1° of variation will be allowed as measured from the crankshaft center line
 3. The driveline must pass between the driver's legs
 4. All drive shafts must be surrounded (360°) by proper tubing
 5. Maximum 1 u-joint must be located at the front of the driveline closest to the engine
 6. The torque tube must bolt directly to the rear end with no moving or adjustable devices between them
 7. No carbon rotors are allowed

Car Rules Continued

e. Wheels

- i. Wheel widths will be limited to a maximum of LF 10" RF 12" LR 15" RR 18"
 1. Wheel diameter 15"
 2. No bleeders of any kind

f. Body Work

i. Nose Assembly

1. The nose assembly shall not be wider than the parallel lines of the main chassis
2. May not extend more than 28" from the leading edge of the front axle
 - a. This includes the front bumper

3. Side Shields

- a. Cockpit side shields will not extend rearward beyond the rear roll cage
- b. Body panels cannot extend beyond the frame rails

ii. No splitters of any kind.

1. A splitter will be considered any predominantly horizontal surface that extends beyond the front or side of the nose bodywork. When looking at the side view of the nose, the bottom surface cannot extend forward of the lowest portion of the side profile of the nose. The bottom surface also cannot extend outside of the lowest portion of the sides of the nose

iii. The floor/belly pan may not extend rearward past the leading edge of the rear axle and must be flat from side to side without any aerodynamic aids.

1. Horizontal panels may not extend below the the plane of the floor/belly pan or fuel tank.
2. The belly pan may not extend past the frame rails.
3. There shall be no undertrays allowed.
4. Only a single belly pan is permitted.

Car Rules Continued

g. Aerodynamics

- i. Top Wing
- 1. Center Foil
 - a. Maximum of 25 square feet
 - b. Maximum width and length are 60.
 - c. Center foil must be square or rectangular with all four corners set at 90° angles with no variance allowed
 - d. The center foil shall be fully sheathed in aluminum
 - i. No carbon fiber construction will be allowed
 - i. A carbon fiber nose cape is allowed for protection
 - ii. Vent holes, dimples, ridges, or any other type of fabricated modification will not be permitted anywhere on the wing
 - e. A removable wicker bill will be permitted
 - i. Maximum of 2" measured from the top surface of the wing.
 - a. Wickers must be continuous and the same size across the wing
 - b. No carbon wickers
 - f. Sideboard Panels
 - i. No taller than 30" and no longer than 75"
 - a. Side panels must be fabricated flat
 - b. Turnouts on all edges of the wing shall not exceed 1.25" by 1.25"
 - g. Split stepped or bi-wings are not permitted
 - h. Single panel wings only
 - i. No custom-modified wings are permitted
 - i. No alterations of a standard manufactured wing
 - i. Including but not limited to wedges, foils, rudders, or air veins are allowed
 - j. Must be straight with the chassis
 - i. No Angling of the wing
 - k. No moving parts will be allowed except for the cockpit slider mechanism
 - l. May not extend the confines of a line parallel to the outside of the rear tires
 - m. The driver may adjust the wing from the cockpit
 - i. Only one slide mechanism is permitted
 - a. Forward and back movement is all that is permitted
 - 1. No side-to-side (lateral) movements
 - n. Must always be on the car while on the track
 - o. Must have the car number displayed legibly on both sideboard surfaces
 - p. Must run the same wing all night from qualifying on [qualifying, heat, dash, d main, c main, b main, a main(s)]
 - i. Honest wing damage or issues will be allowed change without penalty at Tech director's discretion
 - ii. Without tech director approval team shall start at rear of field for the rest of the night

Car Rules Continued

- ii. Nose Wing
 - 1. Center Foil
 - a. Maximum of 6 square feet
 - b. Maximum width of 36"
 - c. Center foil must be square or rectangular with all four corners set at 90° angles with no variance allowed.
 - d. The center foil shall be fully sheathed in aluminum
 - i. No carbon fiber construction will be allowed
 - i. A carbon fiber nose cape is allowed for protection
 - ii. Vent holes, dimples, ridges, or any other type of fabricated modification will not be permitted anywhere on the wing
 - e. A removable wicker bill will be permitted
 - i. Maximum of 1" measured from the top surface of the wing
 - ii. Wickers must be continuous and the same size across the wing
 - iii. No carbon fiber wickers
 - f. Sideboard Panels
 - i. No taller than 12" and no longer than 28"
 - ii. Side panels must be fabricated flat
 - iii. Turnouts on all edges of the wing shall not exceed .5"
 - g. Split stepped or bi-wings are not permitted
 - h. Single panel wings only
 - i. No custom-modified wings are permitted
 - i. Cannot exceed 28" in front of the front axle
 - j. Cannot exceed past the front bumper
 - k. Must remain square with the chassis
 - l. No cockpit adjustments

Car Rules Continued

h. Cockpit Adjustments

- i. The only chassis or wing cockpit adjustments that will be allowed are for the top wing
- ii. A single mechanical brake bias adjustment to adjust brake pressure % to the front and rear brakes will be allowed.

i. Telemetry / Electronics

- i. No telemetry or data collection of any kind
 1. Tachometer, water temperature, and oil pressure gauges are allowed
 - a. Mechanical water and oil pressure gauges are highly recommended
 - i. RFTM will allow quick car style water and oil gauges which can be ran on their own battery.
 - b. No Bluetooth or any electronics of any kind on driver or in car
 - i. No watches, phones, etc
 - c. No GPS of any kind
 - d. No cameras
 - i. RFTM supplied and/or FLO supplied cameras are the only exceptions

j. Tires

- i. Tires for all events will be purchased at the track and officially stamped for that specific event. The following procedures outline how tire selection order will be established and maintained throughout the season:
 - ii. Initial Event – Tire Selection Order
 1. For the first event of the season, tire selection order will be determined by the order in which driver and car combo entries are submitted.
 - a. The first driver and car combo to enter will receive first tire selection, the second will receive second selection, and so on.
 - b. Driver only entries and or car only entries will not hold a spot in the tire selection process. Once the driver and car combo is confirmed and submitted to RFTM, that will be their official time stamp.
 - iii. Subsequent Events – Tire Selection Order
 1. Beginning with the second event, tire selection order will be established based on the official qualifying results from the previous event.
 2. Drivers who did not participate in the previous event will make their tire selection after those who did. The order will be determined by the entry timestamp for the current event.
 3. Tire selection order is assigned to the driver, not the car after the first event.
 4. If a driver changes teams or car numbers, their tire selection position moves with them.
 - iv. Backup cars are not eligible for tires.
 1. If a driver switches to a backup car, they must use the same previously selected tires allocated to that driver for that event.

Safety Equipment

Each Competitor is solely responsible for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be acceptable for competition at every Event. Each Competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

- a. One-piece driving suit
 - i. Shall meet SFI 3.2A/5 Specifications
 - ii. Nomex undergarments, Gloves, and Shoes
 - 1.Underwear, undershirt, socks, and balaclava
- b. All drivers must wear a full-face helmet
 - i. Minimum safety rating of FIA 8859-2015, FIA 8860-2018, SNELL SA2025, SNELL SA2020, Snell SA2015
- c. Head and neck restraints must be used
 - i. Must be SFI 38.1 approved and display a legible and valid SFI 38.1 label
 - ii. SFI 38.1 states that head and neck devices must be recertified every 5 years
- d. A full containment seat with reinforcement around head and shoulder restraint sections is mandatory
- e. Five-point harnesses are mandatory
 - i. Must be equipped with SFI 16.1, SFI 16.5, or SFI 16.6 restraint system
 - ii. The Restraint system is eligible for use until the expiration date or 2 years from the date of manufacture
 - iii. Seat belt restraint systems shall be installed and used per the manufacturer's instructions
 - iv. Shoulder belts, lap belts, and crotch belts must be mounted to the frame of the racecar.
- f. Arm restraints meeting SFI 3.3
- g. One-way radios that enable the driver to hear the RFTM officials must be used in all race cars
- h. Dash or Steering wheel mounted kill switch within reach of the driver
 - i. The switch needs to be marked on and off
- i. Throttle pedal toe hoop
 - i. Must have at least 3 throttle return springs
 - 1. 2 on Throttle pedal and 1 on Butterfly
- j. Quick-release steering wheel meeting SFI 42.1
- k. Fuel Bladder

Technical Bulletins

January 5, 2026

Page 24 - Engines - a.i.2

a. Engines

i. Engine size is limited to a maximum of 410 CID

1. Only small block V-8 engines with the cam in the block

2. ~~Small block bore space is limited to 4.500"~~

2. The maximum engine cylinder bore size is 4.165 inches

3. The formula $6.2832 \times \text{bore}^2 \times \text{stroke}$ will apply

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iv. Roll cages are required to be constructed of SAE 4130

steel tubing or equivalent, with a minimum O.D. of ~~1-1/2~~

~~inches 1 3/8 inches~~ and a minimum wall thickness of .095

inches