



2019 Carolina Speedway Rules

These rules are issued to govern the conduct of racing events at Carolina Speedway for the 2019 racing season. It is the intent of Carolina Speedway management, officials, and staff to enforce these rules to ensure fair competition and consistency at each event. The track owner and race director will act upon any situations not specifically covered by these rules and their decisions will be final.

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2019 Carolina Speedway Rules

These rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against INJURY or DEATH of a participant, spectator or official.

The race director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. The management of Carolina Speedway and the term Pro Motor, LLC shall include but not be limited to owners, lessees, lessors, agents, etc.

These general rules are issued to govern conduct of racing events at Carolina Speedway. The intent of these rules is to ensure fair competition and consistency at each event. The Race Director will act upon any situation not specifically covered by these rules and his decision is final.

IF IT IS NOT IN THE RULES, DON'T ASSUME – ASK.

Our goal is to apply all rules firmly and equally. Officials reserve the right to modify/change or alter rules during the season to promote fairness and safety. Any changes will be posted on the website and at the track. Any cars not meeting these rules may be allowed to run at tracks discretion with weight being added for penalty. Many calls made by Track Officials are judgment calls; these calls are not subject to review or change after a race event.

The Promoter can refuse the entry of any car, driver or spectator at any race and at any time. Any dispute will be taken up with the Race Director and/or Promoter after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in a calm and sportsman like manner at all times. The driver will be the spokesman for their car owner in any and all matters. Any driver or crewmember that uses loud or abusive language towards any track official may be fined and/or may lose all winnings and/or may lose all points for the night's event. They may also be suspended from the next racing event(s). Penalty will be at Officials discretion.

Fighting is strictly prohibited. Anyone caught fighting will be dealt with by the officials and Law Enforcement as needed. Drivers will be held responsible for all crewmembers and penalties may be applied to the driver if a crewmember is involved (Penalty at Officials discretion.) No disorderly conduct will be allowed at the payoff window. Any person other than Law Enforcement found with any weapon (CONCEALED OR OTHERWISE) on him/her or in his/her vehicle is subject to fine, loss of weapon and arrest.

- **PARTICIPANTS ARE ENCOURAGED TO CARRY INSURANCE.**
All accidents/injuries must be reported on the night of the event and **WILL NOT BE ACCEPTED ANY LATER THAN 24 HOURS AFTER THE EVENT.** There is absolutely no coverage on privately owned vehicles in the pit area parking or outside the pits. There is no coverage on tools. **THIS MEANS WHEN YOU ENTER THE RACE TRACK AREA YOU ENTER WITH CERTAIN RISKS!!** All participants should inspect the racing and pit area before racing. If you see a potential danger, it should be called to the owner's attention at once and you should not race.
- **LEGAL REQUIREMENTS: Every driver and/or car owner must fill out a driver's information sheet, insurance release, and proper tax forms prior to competing in any event. The state and federal government requires that all money earned in excess of \$600 be reported on a 1099 form. If you refuse to supply this information, you will not be able to race and will not be paid.**

GENERAL RULES:

- Points System is available at the track.
- Any driver caught under the influence of any **DRUGS** or **ALCOHOL** will be disqualified from competition. Breath-o-lyzer test may be randomly administered to drivers. Refusal to take test will result in immediate suspension and any other action deemed appropriate by Officials.
- There will be no Alcoholic beverages in the pit area during competition. There will be No Alcoholic Beverages allowed in the protest area.
- Scale area is off limits to everyone except top (5) cars and (1) crewmember from each car.

- Driver must take the initial green flag in main event to receive money or points.
- All prize money should be picked up at the payoff window following race meet. If a driver is unable to pick up winnings, it will be held a maximum of one (1) week ONLY. If money is not collected within one (1) week, it will result in forfeiture of winnings (NO EXCEPTIONS). NO arguing with official at pay window.
- The speedway reserves the right to request a number change on your car to avoid duplication; or if the number cannot be clearly seen. Cars are scored from the grandstand, car numbers must appear on both sides of car at least 24" high. A number at least 36" high must be applied to the roof, reading from the passenger side. Color of numbers should be considered and painted so as to be clearly seen. ALL cars MUST have CC's or Cubic Inches of engine, required weight, and weight penalties listed for engine run on the hood or top of fender in 2" tall letters for heat race and main.
- For safety reasons, NO one will be allowed on the track unless asked by an official. Assistance from Official will be limited to pulling sheet metal from tires. All other repairs must go to pit area.
- Cars must be self-starting. If you have to be pushed off, you are using your time limit and others.
- Speed limit in the Pit Area is 5 MPH. Black flag is the penalty for excessive speed.
- All cars must pass safety inspection by track officials or they will not be allowed to race
- Drivers may drive in only two events per race night.
- All cars must have wrecker hookups, Front & Rear.
- Hot laps will be given one (1) time for each division. Under NO circumstance will a car from one division be allowed to practice with another division.
- If a driver is driving in more than one (1) division, it is his responsibility to make it to the line-up for his second race. The race will not be held up; if driver is not in line-up chute when cars roll out, he will go to rear of field.
- NO car can be driven in more than one event per night, unless track grants permission. (i.e. car breaks in heat race. Another car may be allowed to start the

feature if that car hasn't participated in another feature that night) Car must fit in rules for that division.

- Any driver who exits his/her car while race is under way, for reasons other than fire or driver safety, may be disqualified and forfeit all money and points earned for that event. Crew members are not allowed on track unless directed by an official, violations may cause driver to be disqualified.
- Raceceivers are mandatory in ALL divisions anytime race cars are on the track!
- Transponders are required in **ALL** divisions! Cars will not be scored without transponders. Car must have transponders on when they take initial green flag. If transponder is on the car and isn't working properly track officials may change transponder or allow car to compete. Car(s) that do not have transponder on the car will be disqualified either during or at the conclusion of the race. If a transponder falls from the car during the race but was working in that particular race, the car will be allowed to compete.
- Any driver that wins three consecutive feature events in one division will start the next race they attend from the rear. (Unless the next event is a special event or an extra money event). This rule does not apply to the points chase.

FLAGGING

- Jumping starts: your warning will be in the drivers meeting. On double file starts/restarts, 1st jump you go back 1 (one) row. 2nd jump, you go to the rear of the field. If you jump a single file restart, you will go to the rear of the field.
- Start of race-Once the pace lap gets to the flag the race will be officially started. **ANY CAR THAT ENTERS THE PIT AREA WILL GO TO THE REAR OF FIELD.** The race will start double file on the front straight-away by the flagman at a smooth speed of 25-50 mph.
- Double file starts off of Turn 4. Inside man sets the pace. It is the outside man's responsibility to stay beside him. Flagman starts the race.
- Restarts will take place between turns three and four. In the case of a car lagging back drivers are allowed to pass.
- No stopping on the track to avoid getting lapped. This will result in a lost lap.

- Dirty driving is not allowed. Driver will be black-flagged and dealt with by Track Official.
- Any car intentionally ramming or hitting another car under caution, will be subject to penalty, which may be immediate disqualification.
- Any car determined to be unsafe or causing three (3) cautions will be black flagged.
- Yellow flags will be used in all classes.
- Any car causing a caution will go to the rear. On initial starts, in the event of a multi-car accident, cars will line-up according to original line-up. In the case of a single car spin on the start of the race that driver will be sent to the rear of the field. If it is a multi-car spin those cars involved in the caution will get their positions back.
- Time limits will be used only when necessary. (Strongly enforced)
- Flagman has final word on any track activities.
- If it is deemed that a driver intentionally wrecks or spins another car, track officials have right to penalize that driver with loss of win, finishing position and or monies for the night.

DRAW (SIGN-IN)

- It is the responsibilities of each driver to sign in and draw for starting order/qualifying upon arrival at the racetrack. Draw window will be closed at the beginning of the driver's meeting. Please contact Jennifer Scarboro (scorer - 704-718-0507 OR Doug Smith (Lead track official - 803-810-2806) if you have any problems and need someone to draw for you. **NO OTHER TRACK OFFICIALS ARE PERMITTED TO DRAW FOR ANY DRIVER AT ANY TIME!**
- If a driver wants to start in rear, he still must still sign in for his division.
- If a driver elects not to start in the position she/he draws; he/she must go to the rear of his line. Only the affected line will change. Driver must start the race from the end of the longest line.
- Any driver change after heats or qualifying will result in car starting in rear of feature event.

- Draws are for the driver. The driver signed in to the car before the heat MUST be the driver that runs the heat. Any driver change after to draw results in loss of drawing spot.

SCORING

- Any car that goes 3 laps down under competition will be black flagged.
- Two laps will be given for flat tire in main event only. Cars must be on lead lap. Driver must signal flagman or track steward while entering pits. Driver must stop to bring out caution to earn laps.
- The race will end under the green flag, racing back to the checkered flag unless the race is red flagged. If the race is red flagged, as soon as track is cleared; the field will receive the green and white together for 1 final lap of racing.
- In the event two or more cars cross the finish line at the same time, the car next to the infield can be declared the winner, if the transponders are tied.
- The race will be scored by the lead car. All cars that have been scored in a lap will hold their positions; others will be scored by the last lap completed.
- After the race is complete, if you get stuck in the mud, you cannot be assisted. In the event you must receive assistance, you will be disqualified. There is a two (2) minute time limit to get your car out of the mud unassisted.
- The track will reserve the right to weigh any car after the race. (Main or Heat).
- All cars must finish the last lap under their own power. No help allowed from another car or driver. No person can help make the white flag. Once a car receives help he will not be scored the last lap.
- If the race has to be started single file after two (2) or more tries at double file start, the cars will be lined up from the original starting lineup (1-2-3-4- 5-6 etc.) False starts (Jumps) or debris will not count towards 2 tries @ double file start.
- In the event that a division has only one heat race, heat race winner will have the choice of front row position (inside or outside). If race has to be started single file and winner has chosen outside then he/she will start from first.

- A car can run in only one heat race. You must run in the heat race you draw or start in the rear of the main event.
- In case the race is cancelled after the halfway point, the race will be officially complete.
- If a car brings out the caution on the last lap, he will be scored at the rear of the lead lap if he is on the lead lap.
- Top 5 finishers must go to scale for weighing after heats and mains. Infield scale is used for weighing after main events.
- Any cars that are 1 lap or more down, must line up behind lead lap cars.

PROTESTS

- No safety rules can be protested. To protest a car, you must finish in the position directly behind the car you are protesting or you must protest all cars in between your car and the car you wish to protest. You cannot protest cars behind you unless you were protested by that car. Only one protest per car per night allowed. (exception: may add fuel to other protest). All protests start at the infield scale area. You are then given five (5) minutes to protest. All protests must be in writing and you must give it to the TECH MAN OR THE TURN 4 OFFICIAL ONLY!!!! Once the five (5) minutes is complete, NO PROTEST MONEY WILL BE ACCEPTED! The 5 minute clock starts after the winning car leaves the scales.
- Driver filing protest or one (1) representative only will be allowed in the protest area other than security and track officials during teardown. Only three (3) people allowed in the protest area of car under protest. No Exceptions. One (1) person only from each car during the tech inspection. THE TECH MAN'S DECISION IS FINAL! Drivers of cars that are found illegal are automatically disqualified, forfeit money won in that event and their points for this event. Illegal parts are subject to confiscation by track.
- Definition of stock: No modifications to factory parts or specifications. Stock replacement parts that meet factory specifications are OK. The absence of a specific rule does not imply approval, consent, or permission regarding the subject.
- The car protested must post track fee to accept protest. If car is legal, the fee is returned to car plus protesters fee, less track fee. If protested car is wrong, the money will be kept by the track and protester gets all protest money back. Refusal to post track fee, the protested car is illegal and protester gets all money back. After protest has been filed and money has been put up and then decide to

cancel, both parties forfeit track fee. The track reserves the right to deny a protest at any time, and may reject protest due to weather or lateness of the hour. No protest on anything outside of motor. (pulleys, brackets, etc.) or anything not covered in the rules. Competitors must furnish all tools for teardown.

- After a protest is made on an engine specification, cars must be ready in one and one-half (1 1/2) hours for official check. All bore and stroke measurements will have a +/- .010" tolerance for wear. All engines must have stock firing order. The engine will be checked no more than two (2) times and will be ruled on, legal or disqualified. You will have (1/2 hour) extra to pull oil pan.
- Visual Protest: \$25.00. Will be kept by the track. Visual protest must be made before cars are called (staging light on) to the line-up chute before main events. Magnets may be used for aluminum products. Visual is on items that can be seen without removing or opening body panels including hood and deck. Bodies and sheet metal are non-protestable and will be policed by the track. If protested car is able to fix item in protest in the proper time, the driver will start the event in his/her original starting position. If repairs are not completed in time, protested car must start in rear of field.
- TRACK RESERVES THE RIGHT TO IMPOUND ANY PROTESTED PARTS FOR VERIFICATION BY OTHERS. TECH MAN'S DECISION IS FINAL!
- Protest Fees: (2) Items per protest, all classes. Track keeps \$100.00
- Track reserves the right to inspect any car at any time.

LATE MODEL \$350, \$150 to pull oil pan, \$100 to accept.

STREET STOCK 300, \$150 to pull oil pan, \$100 to accept, \$600 to pull crank to weigh only.

FOUR CYLINDER \$300 \$150 to pull oil pan \$100 to accept

RENEGADE \$300 \$150 to pull pan \$100 to accept

UMP MODIFIED \$300 \$150 to pull oil pan.

CRATE LATE MODELS: per sanctioning body Rules

\$600 to pull crank to weigh only or \$600 to pull piston and rod assembly with visual.

Fuel Protest \$50.00 all divisions. May protest fuel only or add to other protest. On multi-car protests, if protesting fuel only on a car, any cars finishing in front of that car can be protested on fuel only.

Absolutely NO Traction Control devices of any type (electrical or mechanical) will be allowed or tolerated in any division.

Absolutely NO vacuum pumps will be allowed or tolerated in any division.

Any illegal device is subject to confiscation. All points and money will be forfeited and driver and car may be suspended indefinitely at Tracks discretion.

Absolutely NO tire soaking agents allowed. Tires are subject to random inspection and will sent off to independent laboratory for results. Tires must meet the bench mark sample provided to the independent laboratory.

10. Tire Protest: Any division competing on racing tires can be protested. Protest must follow in the guidelines of rules. Protested car's prize money will be held until results are back from the independent laboratory. If tire is protested following heat race or qualifying and found not to conform to the benchmark sample at the laboratory it is a full disqualification from the night's activities meaning no points or money can be earned. Tire protest is \$125 per tire. Protested car must put up \$125(per tire) to accept protest. Tires must match the benchmark sample at the independent laboratory.

- If protested tire does not conform to the benchmark sample, protestee forfeits the \$100 per tire he/she puts up for protest. Protester gets his/her protest money back.
- If protested tire does conform to the benchmark sample, protester forfeits protest money.
- If tire punches below minimum durometer reading listed, fails inspection at independent lab or if driver/team refuses protest.
- If driver fails inspection following a feature event he she will be disqualified and lose points and monies from that nights event.

1st offense. Driver will be disqualified and lose points and monies from the night's event.

2nd offense. Driver will be fined \$300 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night.

3rd offense. Driver will be fined \$1,000 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night. Driver will also be suspended for 30 days from competition.

4th offense. Driver will be fined \$2,500 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night. Driver will also be suspended 90 days from competition.

PROTESTS ON CRATE ENGINES (ALL APPLICABLE DIVISIONS) ENGINE CLAIM RULES

Engine Claim:

Claimer fee on 602 engine of \$3000. Claimer fee on 604 engine of \$5000. Track will keep \$50.00.

·Winner only can be claimed.

·Only driver on lead lap can claim winner.

·If more than one person claims the winner the driver finishing the furthest back has

1ST choice.

Claim is for engine as delivered from factory and will include only the items as purchased from G.M.

Claim Refusal:

1st refusal you will forfeit all points and money.

2nd refusal you will forfeit all points and money with 2 weeks suspension and a \$200.00 fine that must be paid before you return.

3rd refusal you will forfeit all points and money with 6 weeks suspension and a \$1000.00 fine that must be paid before you return.

Track will oversee all claims. Any unsportsmanlike conduct will not be tolerated. No grudge claims allowed. All claimed engines will be inspected for broken bolts or any sabotaged parts. If this is found, it will be handled with fines or ejection from the track and forfeiture of all money and points.

All claims or protest must be made within 5 minutes after completion of race. Claims or protest shall be restricted to the main event only.

CRATE ENGINES (ALL APPLICABLE DIVISIONS) CONT.

No driver can claim more than five (5) engines during any regular weekly racing season.

CRATE ENGINE TEAR DOWN RULE : SECA rules prevail.

Carolina Speedway Safety Rules

Safety is the No. 1 priority at Carolina Speedway. All cars are subject to inspection by the technical staff before being allowed to compete.

Roll Cage:

A full roll cage is required in all divisions. Tubing size must be a minimum of 1 1/2 inch diameter by .095 wall thickness in the stock car classes. 4 horizontal door bars minimum on the driver's side. 1/8th inch steel plating welded to the drivers side bars is highly recommended. Roll cage must tie into the chassis on unibody cars and full frame cars, front and rear, with downtubes and "X" bracing from the back of the main hoop to the back of the chassis or uni-body. All attachment points on unibody cars where the roll cage ties into the unibody frame must be reinforced with at least, a 6x6 steel plate, 3/16 inch minimum thickness, to securely tie the roll cage to the unibody. On full frame cars, the roll cage must be welded directly to the frame. All welds must be of good quality and all joints must be completely welded. Anywhere 2 pieces of tubing join together, they must be properly fish mouthed and fitted. No piece of tubing can be smashed flat and straight welded to another piece of tubing.

Bumpers, Nerf Bars and Rub Rails:

All bumpers, nerf bars, and rub rails must be solidly mounted and **MUST HAVE ROUNDED CORNERS**. Straight cut or sharp edges are not allowed whether inside or outside of the body work.

Bodies:

All body work must be neat and cleanly fabricated with no sharp edges that would cut down tires or cause injury to the drivers, pit crews or track personnel. The drivers

compartment must also be as free as possible of anything that might cause unnecessary injury to the driver in the event of a crash.

Seat Frame:

Drivers seat frame must be welded directly to the roll cage. Seat belt mounting tabs must be welded to the seat frame or roll cage only. Seats and seat belts cannot be mounted to sheet metal.

Seat:

A seat designed for oval track racing is mandatory. Thin fiberglass or plastic seats are not allowed. All seats must be mounted to the seat frame with a minimum of 4 - 3/8ths inch grade 8 bolts.

Safety Belts:

A 5 point, 3 inch wide safety belt system is mandatory. The safety belt system must be in good condition and a maximum of 3 years old with the manufactured date clearly visible. The safety belt system must be installed correctly, according to the manufacturers' specifications with 3/8ths inch grade 8 bolts.

Fuel Cell:

Fuel cells are mandatory in all divisions. The fuel cell must be enclosed in a minimum, 22 gauge steel can. The fuel cell must be foam filled and properly vented with a check valve type vent. The fuel cap must be a racing type, positive locking cap that cannot be easily dislodged

Fuel Cell Mounting:

All fuel cells must be securely mounted to the main rear frame rails. The fuel cell can must be contained on all sides by a minimum of 3/4 inch sq. tubing or by 1 1/2 inch x 1/8th inch thick steel strapping to prevent the fuel cell can from sliding out in any direction. The fuel cell must have a minimum of 8 inches of ground clearance and must have a protector bar extending past both sides of the back of the can.

Fuel Lines:

All fuel lines must be of good quality material and be securely mounted. The fuel lines cannot be routed through the drivers compartment. The fuel line that runs between the fuel cell and the engine compartment must be either a hard line or a steel braided line. In open cockpit cars, the fuel line can be sleeved from back to front in a minimum 3/4" metal tube. No unprotected rubber lines longer than 24 inches allowed. A track approved fuel shut off valve that is accessible to the driver and the track safety crew is **NOT** mandatory **but is highly recommended** in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Battery:

The battery must be securely mounted in a good quality holder or preferably in a steel battery box. Plastic battery boxes are not allowed. The battery cannot be mounted in the drivers compartment. A battery disconnect switch that is accessible to the driver and the track safety crew is mandatory in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Steering Wheel:

A quick release steering wheel hub is mandatory in all divisions. It is highly recommended that all stock car divisions have a collapsible steering column.

Rock Guard and Screen:

All stock car divisions must have a minimum of 3 vertical steel bars in front of the driver. It is also highly recommended that a wire screen be in place in front of the driver for added debris protection.

Drive Shaft:

All drive shafts must be painted white. Front and rear drive shaft containment loops are mandatory in all stock car divisions.

Mirrors:

One center mounted mirror is allowed in all stock car divisions. Mirrors are not allowed in the Late Model or NDRA divisions.

Radios:

Use of a cell phone while on the track is strictly forbidden. Raceceivers are mandatory in all divisions.

Fire Extinguishing System:

All stock car divisions must have a fire extinguisher mounted in the drivers compartment within easy reach of the driver. The fire extinguisher must be of the type that will extinguish gas, methanol and oil. Halon 1211 or equivalent is recommended. It is highly recommended that a remote discharge system be used with discharge nozzles in the engine compartment, drivers compartment and the fuel cell area. Remote release and discharge systems must have the system release button clearly identified and must be within easy reach of the driver. Whichever system is used, the bottle must have an easily readable gauge and be fully charged for each race.

Window Nets:

Window nets are mandatory in all divisions. They must be an approved web type design and must be designed for the type of car you are racing. Nets must be mounted securely, by the manufacturers specifications and must have a quick release mechanism. They must not be older than 3 years and must have a clearly visible date tag.

Roll Bar Padding:

Roll bar padding is highly recommended in all stock car divisions, around the drivers head.

Ballast Weight:

Any lead or steel weight added to any car in any division must be solidly mounted to the roll cage or chassis only, with a minimum of 2, 1/2" bolts and cannot be mounted any higher than the belt line of the car. All weight must be painted white with the car number clearly and legibly marked on each separate piece.

Fuel Shutoff:

Highly recommended in an area that is easily accessible by the driver and or safety officials.

Battery Shutoff:

Mandatory in the area that is easily accessible by the driver and or safety officials.

Personal Safety Equipment

Helmets:

All helmets must be of the highest quality and must be a minimum, Snell SA2000 approved or better. Full face helmets are mandatory in all divisions. It is also highly recommended that all helmets be lined with a fire retardant material, preferably Nomex.

Driving Suits:

Driving suits must be of good quality with no holes or tears and must be constructed of a fire retardant material such as Nomex. Suits can be either 1 piece or 2 piece with a 1 piece suit being highly recommended. All suits must have an SFI rating. Double or Triple Layer suits are highly recommended. Full suit is mandatory.

Shoes:

Fire retardant shoes are mandatory.

The following items are not mandatory but are VERY HIGHLY RECOMMENDED:

1. Nomex underwear
2. Nomex gloves
3. Nomex socks
4. Nomex hood and or neck brace
5. Head and Neck Restraint System
6. Arm Restraints

All mandatory safety items must be worn at all times while on the track.

Late Model Rule Exceptions

TIRES:

In addition to FUEL rules, Carolina Speedway will allow American Racer SPEC 48 or 56, or an OPEN 48.

Grooving and siping is allowed.

Thunder Bomber Rule Exceptions

Drivers are PERMITTED to run in Thunder Bombers and another division. The same rule applies to all other divisions.

Lightning Late Models

BODY:

1. Weight -Any motor, 2350 pounds after race
2. All dimensions-see diagram .

CHASSIS AND SUSPENSION:

1. Engine setback- 6" maximum, measured #1 spark plug to top center ball joint.
2. Rear of car may be open.
3. 76" maximum width on body. 1" tolerance.
4. 101" minimum wheel base.
5. 8" rear spoiler, 45" max. height from ground NO TOLERANCE.
6. No part of body may extend beyond the plane established by the 76" width.
7. Rear bumper may not extend over ½ width of rear tire on each side. Ends must be capped and should be angled so as to not be a puncture danger in the event of a wreck. May be curved inside rear quarter panels at 90 degree angle.
8. Front push bars allowed, may not exceed width of front chassis rail.
9. Suspension- OPEN- ANY TYPE, see shock rules. No stacker springs allowed.
10. Front and rear wrecker pick ups are MANDATORY
11. No part of frame may be aluminum or titanium.
12. J bars only allowed
13. No hydraulic or remotely adjustable 4 link bars allowed
14. Chassis to be tube type only. No factory "clips."

SHOCKS:

Pro Shock WB74 or WB75 on front

Pro Shock WB94 or WB95 on rear
Pro Shock WB74 only for 5th
Shock claim rule is \$100 per shock
No bump stops permitted
Only one shock per wheel and no phony shocks
Shocks will have factory applied tracking numbers applied

The shocks can be purchased at Johnny Walker Motorsports, Heintz Performance Parts. and SRI Dirt and Drag in Denver, NC.

ENGINE #1

1. Cubic inch- 365 cubic inch max. NO TOLERANCE.
2. Block- ANY CAST IRON.
3. Crankshaft- 48 lbs. minimum
4. Rods- Any Steel
5. Pistons- Any Flat top only
6. Camshaft-open
7. Heads- Cast iron (230 runner maximum) or Chevy 604 aluminum heads. Port and Polish OK.
8. Valves-stainless steel only, no titanium
9. Lube Systems- wet sump only
10. Intake- ANY
11. Exhaust System- ANY
12. Engine protest will be accepted on block, crank, cams, pistons, cubic inch, carb, and valves.

ENGINE #2:

GM 602 Crate Motor stock per GM manual.

ENGINE #3:

FORD M-6007-Z363 STOCK CRATE MOTOR

FUEL SYSTEM:

1. Fuel- gasoline ONLY. No performance additives allowed.
2. Carburetor- Box stock Holley 4777C. Choke flap may be removed. No 4 corner idle. Will be checked regularly and have a \$500 claim rule. Jet changes allowed.
3. Fuel Pump- any mechanical, NO ELECTRIC.
4. Fuel cells MANDATORY (mounted in metal cans)

IGNITION SYSTEM:

Any type may be used. No traction control allowed.

DRIVE LINE:

1. Clutch assembly- ANY
2. Flywheel- ANY must have scatter shield
3. Transmission- ANY, must have working reverse.
4. Drive shaft- ANY must have hangers
5. Rear End- ANY
6. Must have operational 4 wheel braking system. Proportioning and RF brake shut off valve permitted.

TIRES AND WHEELS:

American Racer PRO-2 ONLY

48. Tires must punch 48 or better when hot. Grooving and siping are not allowed. Tires must match the benchmark sample at the independent laboratory. No tire enhancers allowed. Steel or aluminum wheels only. No carbon fiber or titanium. As of now, Johnny Walker Motorsports and Heintz in Concord are the authorized dealers for American Racer PRO-2.

SAFETY MANDATORY:

1. Roll cage- MANDATORY-Must have minimum of three (3) bars in driver's door. No aluminum or titanium cages permitted.
 2. Window net- MANDATORY
 3. Fuel cell- MANDATORY (mounted in metal can)
 4. Seat belts-Five (5) point system- MANDATORY
 5. Wind shield screen- MANDATORY
 6. Fire extinguisher- with gauge, mounted in a quick release harness in reach of driver- MANDATORY
 7. Battery-Must be mounted outside of driver's compartment or in enclosed bolted down metal box.
 8. Fuel lines-must be under car or in tubing.
- Please see 'Safety Rules' for more information

Super Street Rules

BODY

American factory cars or ½ ton 2WD trucks only 102" minimum wheel base. No jeeps. No clip cars or Johnson chassis.

Any Late Model Stock style nose piece, No MD3 or MD late model series or style allowed.

Minimum roof size 48" X 48",
72" MAX body width.

Sail panel 42" max, 4" minimum gap between sail panel and spoiler side

Back of car may be open

Spoiler Height 50" MAX off the ground.

Spoiler –MAX 8"; may run side spoilers 8" height, max 18 ½ length where it attaches to car;
(Just like Late Model spoiler)

Weight:

Engine #1: 3100 lbs. after race with driver.

Engine #2: 3100 lbs. after race with driver with Bert style transmission.

Engine #2: 2900 lbs with stock style transmission.

Engine #3(602 crate): 2800 lbs with stock style transmission.

May cut hole in hood for air cleaner with max 4½" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.

After market bodies (AR Performance XYG, Five Star, Performance Bodies, etc.) allowed and must be approved by track.

CHASSIS & SUSPENSION

STEERING – Stock O.E.M. – quickeners ok.

Front spring spacers ok. No front screw jacks. Rear Springs – jack bolts ok. Springs must remain in stock position forward and aft, and left and right. Spring buckets or cans ok. Height of buckets 6" maximum in stock location. Springs may be changed. (racing springs, different lengths).

A-Frames: may be tubular steel or modified. Both must remain in stock position. Stock type replacement ball joints only; lower arms cannot be adjustable and must be stock length. Spindle savers ok.

Rear trailing arms. May be reinforced and use monoball.

Shocks must be Steel Body Non adjustable only.

Shock claim rule any front \$80.00 each, any rear \$125.00 each. You can claim up to 5 minutes after main event and money is given to tech man. Must be written down in protest area, you buy shock "as is".

Engine setback - #1 spark plug even with center of top ball joint.

Framework may be reinforced. . . All suspension points must be in stock location. (rear shock mounting points may be relocated).

Front and rear wrecker pick-ups are MANDATORY.

ENGINE #1

Engine does not have to be the same make as the frame.

Cubic inch – Chevy 365 max cubic inch–NO TOLERANCE. Ford 365 max cubic inch–NO TOLERANCE. Chrysler 374 max cubic inch-NO TOLERANCE. No Vacuum pumps, may vent to header.

Block-Cast iron O.E.M. No aftermarket or Bow Tie. Studs and strapping caps are ok. Steel caps are ok.

Crankshaft – stock stroke for engine size, cast iron or steel. May balance, NO KNIFE EDGING; 50 lbs. minimum weight for steel cranks, 47 lbs. minimum weight for cast iron. No polishing or lightening. May cross drill oil holes, chamfer oil holes, large radius allowed on bearing journals.

Rods – any steel rod; may be reworked, can float pins.

Pistons – any flat top.

Intake - any as cast aluminum intake

Heads – cast iron O.E.M. straight plug only, double hump okay. No Bow Tie, Vortec, may have comp. Valve job, with bowl cut. Bowl cut must be concentric and in line with valve guide. VALVES-Steel, no Titanium Chevy-intake=1.949 exhaust=1.509 all other stock from make. Screw in studs, poly-locks, guide plates, stud girdles-okay. Any steel retainer and valve springs (1.285 max diameter valve spring). May run double valve springs. Roller rocker arms okay. NO Shaft Rockers. Aftermarket alt heads gm World Products #824194 ...ford World Products #824-53-030, competition valve job with bowl cut OK.

Camshafts - .500 max. lift checked a valve. Hydraulic will be checked with solid lifter and .000 lash. Solid will be checked with .025 lash period. LIFTERS-any flat tappet stock diameter for engine run, may plug or install vent pipes or screens in lifter galley. May run Lifter valley pan.

Flat tappet cams only. GM to GM, Ford to Ford.

Oil Pan – ANY wet sump

Exhaust System – Any standard 4 into 1 collector. Any length pipe, must stay same diameter. No coatings allowed. No tri-y's, NO "X" or merge type pipes allowed.

Balancer – ANY

Carburetor – May run stock, may remove choke flap. Chevy-Quadra-Jet-Ford-Motorcraft (single line only) or 650 Holley #4777. May remove choke flap only, may drill holes through butterfly no other modifications allowed (may change jets, power valve). No four corners idle screws. Any 1" spacer.

Timing Chain, gear set or wet belt cam timing – ok. NO dry belts.

ENGINE #2

GM crate motor only: part #88958604.

Carburetor – Any 750 CFM carb or smaller. Maximum 1 11/16 (1.6875) base plate. No expectations. (Measured with go-no go) Billet base plates may be used. (.780 maximum) 1" carb spacer (0 tolerance); Spacer may not protrude into carburetor or intake at any point; one gasket per surface, 0.070 maximum. No fuel injection, nitrous oxide, or other type system allowed.

May run MSD Type 6 box with 1 rev limiter plug/chip. 604 may run HEI distributor.

Engine must remain the same as supplied from GM; to GM specifications.

Engine rebuild must use ALL Genuine GM Crate Engine parts only except for main, rod and cam bearings. Aftermarket stock type production bearings may be used; no "H" or coated bearings; production type only. NO high performance or "race" bearings.

No grinding or polishing of any parts. You may deburr any sharp edges on block or cylinder head chambers.

May hone block only. NO overbore.

Deck height: MINIMUM .020 NO TOLERANCE.

Due to design or production changes made by GM, parts may be held until clarifications with GM can be made.

Engine Option 2 May use a bert, brinn style transmission

FUEL SYSTEM

Fuel: Track Fuel Only – VP 110 Racing Fuel

Fuel Pump-stock type, mechanical only.

IGNITION

Stock appearing distributor with stock appearing module.

Any plug and plug wires.

Coil – ANY – No amplified ignitions allowed.

Brass Distributor gear ok.

DRIVE LINE

Clutch single disc, stock type clutch only.

Pressure plate-stock type, steel only 12lb Minimum.

Flywheel-steel only, 14 lbs. minimum weight.

Scatter shield or 3/16" plate around flywheel area – MANDATORY.

Transmission – Stock type – Must be same make as engine. Must have been a production transmission for auto manufacturer. Must have working reverse. May have any modifications. May remove gears, may have straight cut gear teeth. Automatic must have stock OEM working converter. NO power glides. NO Jerico.

Drive shaft-steel only; 1 ½ " minimum diameter.

Rear end-stock type or may run 9" Ford. Must run stock mounting points with no adjustability only; any ratio okay. May be locked. Floaters ok. NO WIDE FIVES. Any axle or any gear.

BRAKES

Stock type-4-wheel disc OK; no aftermarket, no aluminum; must have operational wheel braking system. NO WIDE FIVES.

Racing pedals OK. Adjusters OK.

TIRES & WHEELS

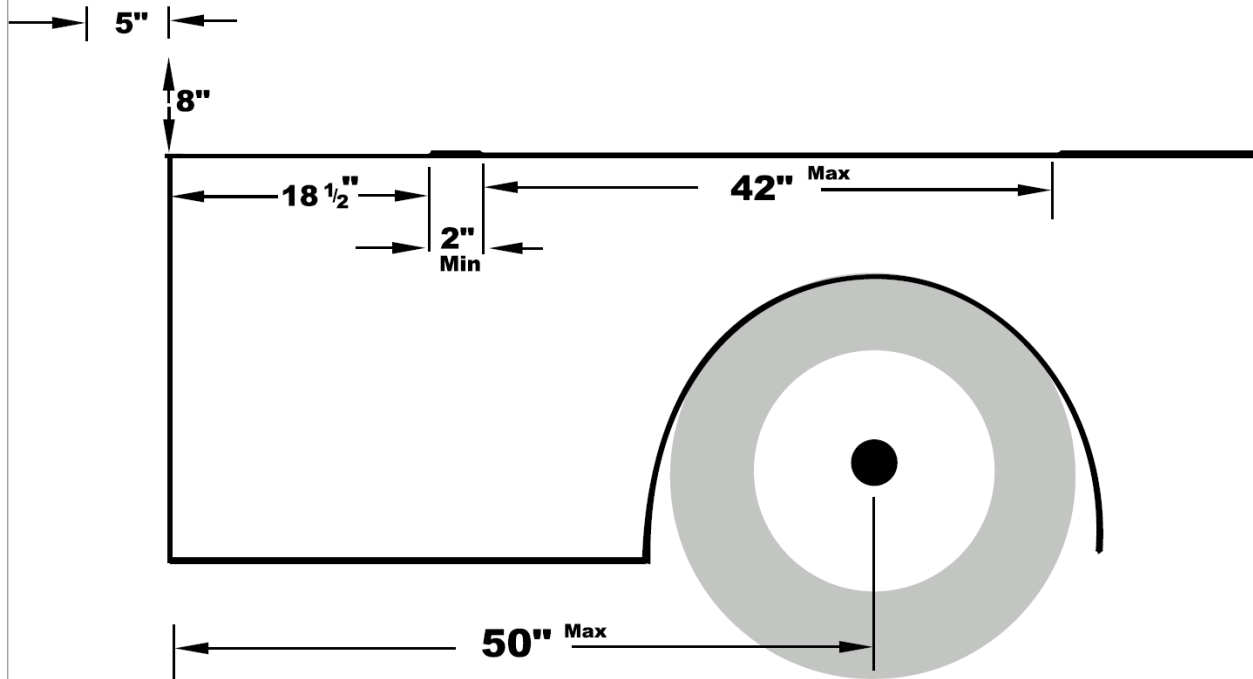
Hoosier M500 all the way around H500 is an optional tire or American Racer 27.5-8.0-15, 26.5-8.0-15, medium, or hard compounds.

8" maximum width steel wheels. Large wheel studs ok; bead locks ok – must be outward facing on all four wheels.

"NO GROOVING AND SIPING."

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL

Maximum 3 Spoiler Supports 8" x 72" Rear Spoiler Max



Protest: (Two things only) \$300.00 with track retaining \$100.00

* **Bottom end only protest:** \$600.00 with track retaining \$100.00 Crank will be weighed with gear and pilot.

* **Under hood visual protest:** \$50.00 straight fee to look at carb and exhaust. (After heats only)

* **Tire Chemical Protest:** \$125.00 per tire to protest. \$125 per tire acceptance fee. 3 grooved strips removed from tire & sent for lab testing.

* **Fuel Protest-** \$50.00

Shock buy rule: front \$80 each. Back \$125

Renegade Rules

Stock unless otherwise stated.

BODY

- Stock appearing American factory cars or ½ ton truck, two (2) wheel drive only. 102" wheel base minimum. No Jeeps.
- Rubber nose O.K. for type of car running. Nose must match tailpiece. (If you have a Camaro nose you must run a Camaro tailpiece - same for all car models.) No exotic or late model style noses or elephant ears allowed.
- Must run FULL tailpiece rear of car. 20" minimum height from deck to bottom of tailpiece. No holes or flaps.
- Must run complete, enclosed cockpit. Must have steel floor pan under driver. Front firewall location may be moved for engine clearance. Firewall may be replaced-aluminum or steel material only. Top & Quarters must be stock looking. Deck height not to exceed 1" higher than stock. Doors & fenders may be aluminum. Cars must remain stock appearing.
- **Spoiler**-maximum height 6". May run side spoilers. 6" high x 12" long. May have one 4" spoiler inside car.
- **Weight**- 3200 lbs. After race with driver.
- No exposed bars.
- Body must sit on frame in OEM position. AR Bodies approved.
- NO cold air boxes, may cut hole in hood for air cleaner with 4 ½" max. tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.
- Rear tail area height & deck area width must remain within 2" of stock measurement. All nose & tail pieces cannot be altered from stock.

CHASSIS AND SUSPENSION

- **Steering-** stock type-NO AFTER MARKET.
- Front suspension components must remain stock or stock type for type of chassis running unless otherwise states. This includes draglinks, tie rods, spindles, etc. FRONT SUSPENSION! No Astro van spindles, etc. Cannot drill front rotors.
- Front spring spacers O.K. No front screw jacks allowed. OEM rear trailing arms ONLY. Rear springs - Jack bolts OK. Rear spring buckets OK. (Rear jack bolt buckets can be no taller than 6".)
- Springs can be changed. Must remain in stock location. (Racing springs OK) No stack springs.
- A-Frames, Upper may be tubular steel or modified O.E.M. Stock type replacement ball joints only. Longer GM stock type ball joints OK on upper only. (No screw in ball joints) Lower control arm must be O.E.M for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. No long ball joints may be used on lower. No screw in ball joints allowed. No mono-balls allowed. Must run rubber bushings only.
- **Shocks- Front Bilstien #AK1043 only. Rear Bilstien #SSR1 only.** Front shocks must remain in stock location. Front shock mounts may be moved up (vertically) to prevent bottoming out with 3" Max. from stock location. Rear shocks can be moved. Heim joints on shocks O.K. No adjustable or aluminum shocks allowed. Heim joints allowed only where stated.
- **Engine Location:** # 1 sparkplug in line or in front of top ball joint. 0 tolerance.
- Framework may be reinforced. Uni-body cars (frames) must have stock floor pan and must be in stock location.
- Front and rear wrecker pickups made from chain are MANDATORY.
- Remote power steering reservoirs are legal.
- Steering quickeners are legal.

- **NO AFTERMARKET CHASSIS ALLOWED.**

ENGINE:

- Engine must be same make as car. Engine must be STRICTLY STOCK. NO factory high performance allowed.
- **Cubic inch-** Chevy- 350 C.I.- Ford - 351 C.I.-Chrysler - 360 C.I.
- **Block-**stock cast iron OEM, may overbore .060 MAXIMUM- NO TOLERANCE! May deck block to .000 deck only NO TOLERANCE
- **Crankshaft-** Factory stock for engine running or Scat part # 4-350-3480 or Eagle part # ESP103503480 & ESP103523480 9-350-3480-5700 2 piece, 9-10442 2 piece, 9-10526 1 piece, 4-350-3480-5700 2 piece, 4-350-3480-5700L 1 piece, 103503480, 103523480 only. NO CUTTING ALLOWED.
- **Rods-**factory stock for engine running OK. NO WORK ALLOWED OF ANY KIND. May run any rod bolt. May run Eagle rod part #ESP5700BPLW or Scat part # SCA-25700P. Floating pin OK.
- **Pistons-** May use any flat top or dish stock replacement piston, forged or Hypereutectic. Flat top piston must have 4 valve reliefs (factory). NO custom machining allowed, must use standard (wide) ring package 5/64th", 5/64th", 3/16th". Coating on skirts OK. No custom pistons. May cut valve pockets.
- **Intake** - Factory stock, cast iron, low rise only. Valley pan OK. MUST weigh 3100 lbs. after the race with driver. Option 2 – Edelbrock part #5001 or 2101, must weigh 3200 lbs. after the race with driver. Must remain box stock, no alterations. 1" carb spacer or adapter allowed.
- **Heads-** factory stock, cast iron OEM straight plug only, screw in studs allowed, NO high performance or double hump allowed. NO BLEND WORK ALLOWED. No less than 70 CC. Competition Valve job OK, may not bore below guide boss. Any steel valve spring. Any steel retainer. POLYLOCKS O.K. GUIDE PLATES O.K. Stock diameter Stainless steel valves OK. May run roller rockers 1.5 ratio

for Chevy, 3/8 stud or 7/16 stud, no stud girdles allowed. Buy rule of \$225. For other engine manufactures stock rocker ratio. No porting or polishing intakes.

- Any stainless valve - 1 1/32" stem - 1.940 intake - 1.500 exhaust. No titanium keepers, retainers, etc.
- Any steel valve spring. Steel retainers and keepers onle. Stud mounted rocker arms only - 1.5 ratio.
- **Camshaft-** MUST BE Flat Tappet HYDRAULIC LIFTERS ONLY. Any timing chain. May degree camshaft. Cam must be OEM .425 maximum lift for Chevrolet; others will be .450 maximum lift. May run valley tray.
- **Oil pan-** Any wet sump.
- **Balancers-**factory stock. NO AFTER MARKET.
- Exhaust EVAC system OK.
- Aftermarket pulley system and belts OK.
- Any plugs and wiires OK.
- No electric radiator cooling fans.
- No electric water pumps.
- **Exhaust System-** Any standard 4 into 1 collector header. Any length pipe, must stay same diameter. No coatings allowed. No tri-y's- No "X" or merge type pipes allowed.
- Exhaust EVAC system OK.
- Mufflers OK. \$100 each buy rule to keep expense down.

FUEL SYSTEM

- **Fuel**-Track fuel ONLY. Must pass track test.
- **Carburetor**- OEM Stock single line 2 barrel or 4 barrel for make. Must use stock or stock replacement gasket. May drill holes in butterflies. NO HIGH PERFORMANCE. Or may run box stock Holley 650 #4777. No 4 corner idle screws. May run 1" adapter or spacer for Holley carb. to stock manifold with no more than (2) .070" thick gaskets. May remove choke flap. May drill holes in butterflies. Must pass track gauges. May run maximum 2" air cleaner riser.
- **Fuel pump**- stock OEM only.
- Fuel cell MANDATORY (mounted in metal can)
- No cold air boxes, may cut hole in hood for air cleaner with 4 1/2" max. tall scoop or air deflector. Scoot may be no more than 4" wider than air cleaner.

IGNITION

- Stock appearing distributor with stock appearing module. May lock advance and/or change springs.
- May run brass distributor gear.

DRIVE LINE

- **Clutch**- factory stock OEM style clutch, NO HIGH PERFORMANCE.
- **Pressure plate**- factory stock OEM style, NO HIGH PERFORMANCE. Pressure plate must be stock or stock replacement part onley (steel only.) Hydraulic throw out bearing OK. Pressure plate must weigh a minimum of 12 lbs (this is to be weighted alone). If it is determined that the plate has been modified or altered it will be illegal. May balance.

- **Release bearing-** Hydraulic bearings OK. May run hydraulic slave cylinder.
- **Flywheel-** factory stock. May resurface, NO lightening. 14 lbs. min. weight. Z-28 O.K. May balance.
- Scatter shield or 3/16" plate around flywheel area- MANDATORY.
- **Transmission-** factory automatic or straight drive. Must have all working gears.
- **Drive shaft-** Factory steel only. 1 ½" minimum diameter.
- 9" Ford rear-end is legal. Any ratio OK. Positraction or locked OK. Floater OK. 9" Ford mounting points must be stock type with no adjustability. 4.5" maximum – 3.5" minimum from the center of the axle tube to the center of the trailing arm bolt. (Any additional holes must be removed) Gun drilled axels OK. No titanium. Drilled rotors in the rear end OK.

REAR TRAILING ARMS

- Lower: OEM rear trailing arms ONLY, must remain stock.
- Upper: May change length or relocate bolt holes for pinion angle.
- Left and right lower trailing arms must be same length.
- Left and right upper trailing arms must be same length.

BRAKES

- Stock type 4 wheel disk O.K., NO AFTER MARKET, NO ALUMINUM. Must have operational 4 wheel braking system.
- Racing pedals O.K., Brake adjusters inside of car O.K.

TIRES & WHEELS

- Tires. 60 or 70 series street tire. American Racer 26.5/27.5/8.0/15 medium compounds or harder. Hoosier 500 tires medium or hard. NO SOFT AR TIRES. No grooving or sipping.

- Wheels and tires maximum 8". Beadlocks OK- Outward facing only.
- Large wheel studs and lugs nuts OK

Protest: (Two things only) \$300.00 with track retaining \$100.00

* **Bottom end only protest:** \$600.00 Option 1: Weigh crank/check journals, visual rod and piston from the bottom. Crank will be weighed with gear and pilot. Option 2: Remove rod and piston from engine and visual crank/check journals in place.

* **Under hood visual protest:** \$50.00 straight fee to look at carb and exhaust.
(After heats only)

* **Tire Chemical Protest:** \$125.00 per tire to protest. \$125 per tire acceptance fee. 3 grooved strips removed from tire & sent for lab testing.

* **Fuel Protest-** \$50.00

* **Shock buy rule:** front \$80 each. Back \$120

Pro Stock 4

GENERAL:

Very limited modifications are allowed to the cars, suspensions and engines. The class is open to most 4-cylinder, rear wheel drive automobiles, 2-wheel drive mini-pickup trucks and station wagons.

BODY:

Body may be fabricated from steel or aluminum, but must follow stock body lines. Cannot exceed stock body dimensions. No holes in hood. 2 ½ in high hood scoop is allowed. Must be closed in front and sides, but can be open in back. Complete air breather must be covered. 6 in. spoilers are allowed and cannot be any wider than the upper edge of the quarter panel. Body must sit on frame in OEM position. Front firewall must be steel and must be in stock location. Floor pan must be stock OEM in stock location. Any patch panels installed in floor pan due to rust or damage must be steel. Rear firewall may start behind driver's seat. Aluminum or steel may be used to box in driver's compartment. Cars with a boxed in interior must have a 12" x 12" removable inspection panel to check enclosed area. All interior panels must be sealed well enough to prevent fire, hot oil, or fuel from entering driver compartment. Hoods must be run at all times unless crash damage prevents it. All vehicles must have roll cage. Must run stock appearing noses. Rear of car must be enclosed down to the back bumper at track officials approval. May run with OR without roof. If running without roof, must run arm restraints.

CHASSIS AND SUSPENSION:

Suspension must be stock for type of vehicle being used. Front and rear suspension mounting points must be stock. Adjustable castor/camber plates are allowed. Adjustable spring cups are allowed on front and rear. Upper and lower A-arms must be stock for chassis used. Upper may be modified. Rear trailing arms must be stock and non-adjustable. Uppers may be modified for pinion angle adjustment. Mono-ball control arm bushings are allowed.

STEERING:

Steering gear must be OEM for make of vehicle being raced. Quickeners allowed. Steering column may be after market collapsible type or OEM with quick release steering wheel hub mandatory.

SPRINGS:

Non-adjustable lowering blocks allowed on leaf springs. All springs may be changed, but must be in stock location.

SHOCKS:

Any steel non-adjustable shock is allowed. Must be in stock position in front and rear.

ENGINE:

Must be naturally aspirated, 2 valve per cylinder engines only. No rotary or DOHC engines allowed. No fuel injection or multiple carburetors allowed. Engine must be same make as car. Must be OEM only with maximum overbore of .080. 2500 cc is maximum allowed. 2500 Ford blocks are not allowed.

ENGINE LOCATION:

Must be in Stock OEM location. Solid mounts allowed. Crankshaft and Rods: Must be stock OEM with stock stroke. Rods may be any steel, no titanium. 2500 Ford crankshafts are not allowed.

PISTONS:

May be any flat top. 3TC Toyota may use .235 dome. .267 dome must add 50lbs. 20 and 22 may use .125 dome.

HEAD:

Must be stock OEM, absolutely no porting or polishing allowed. No extrude honing allowed. No acid porting allowed. Ports must remain at factory OEM shape and volume. Head may be angle cut. A bowl cut is allowed but, cannot exceed the ID of the valve seat and can be no deeper than the valve guide. Bowl cut must be concentric with the valve guide.

CRANKSHAFT AND RODS:

Crankshaft must be stock OEM with stock stroke. Rods must be any steel, no titanium.

2500 Ford crankshafts are not allowed.

VALVES:

Valve angle must remain OEM stock. May have competition valve job, any seat angle allowed. Valve may be any steel, stock diameter only. Ford 2300 intake valve is max 1.751 and 1.509 for the exhaust valve. No hollow stem valves allowed. Valve springs must be any steel. Double springs are allowed. Retainers may be any steel, no titanium. d .025 lash for solid lifters at the valve. No roller cams or rockers allowed. Adjustable cam gears are all

CAMSHAFT:

May be .425 maximum lift. Lift will be measured with 0 lash for hydraulic lifters and .025 lash for solid lifters at the valve. No roller cams or rockers allowed. Adjustable cam gears are allowed.

OIL PAN AND PICKUP:

May be any wet sump, steel only.

COOLING SYSTEM:

Water pumps are to be stock type bolted, and in original place. Belt driven only. Aluminum racing radiator may be used.

BALANCER:

Any allowed.

EXHAUST:

May use any factory cast iron or tubular exhaust manifold or any aftermarket 4 into 1 header. No merge collectors or Tri-Y headers allowed.

PULLEYS:

Any type allowed.

INTAKE MANIFOLD:

OEM stock only. No porting modifications whatsoever. No internal coatings on ports in head or intake allowed.

IGNITION:

Must be stock type distributor and coil. May use Mel's ignition. No aftermarket multiple spark or

adjustable electronic type systems allowed. No traction control.

CARBURETOR:

Stock OEM or Holley 350 # 7448. No modifications to the outside of carburetor or venturas allowed. May drill air bleeds on stock carburetor. Holley must remain stock appearing. May change jets, etc. for tuning. A 1in carburetor spacer is allowed with only one gasket per side.

FUEL PUMP:

Any allowed, but electric must have a kill switch that will cut off the pump if the oil pressure drops.

DRIVELINE:

Rear end must be stock type non-floater up to 8.8 in. May change gear, must be locked. No wheel spin sensing differentials allowed. Driveshaft must be steel and be painted white.

TRANSMISSION:

Transmission must be OEM stock with all gears intact and operable. Fly wheel must be stock and weigh a minimum of 16 lbs. Clutch and pressure plate must be stock type, single disc with solid lining. Must have a minimum thickness of 3/16 in steel scatter plate around bell housing to contain clutch or flywheel in case of failure.

BRAKES:

Must be OEM stock for type of vehicle used. Rear disc ok but must use OEM stock rotors and calipers. Rotors cannot be cut down or lightened. Any racing pedals may be used. No cockpit adjustable brake bias bars allowed. All four brakes must be in working order, but you may run a right front shutoff. This means all parts must be in place. Track officials have the right to confirm that all 4 brakes are operating.

WHEELS:

Any steel 7in Maximum width, 13in diameter. Bead lock may be used on right side only.

TIRES:

Any 60 or 70 Series Street legal tire or approved Towel City recap, hard compound. Tires cannot be siped. No tire softening agents of any kind are allowed. Tires cannot be screwed to the wheels in any way.

WEIGHT:

Cars must weigh 1 lb. per cc. All cars must have cc's posted on hood in a minimum of 3 in. numbers, MANDATORY. 2500cc maximum. 2,000 lb minimum weight after race with driver.

FUEL:

Pump gas or approved race gas may be used. No performance additives of any kind allowed.

Fuel cell must be in compliance with safety section.

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BY THE TECHNICAL DIRECTOR BEFORE COMPETITION OR IT IS NOT LEGAL!

PROTESTS:

1. \$300.00 FEE FOR THE TOP END OF THE ENGINE AND AREAS OF THE CAR. \$100.00 WILL BE RETAINED FOR TRACK FEE.
2. AN ADDITIONAL \$600.00 FEE FOR TECH OF THE LOWER END OF 4 CYLINDER ENGINES, TO WEIGH OR CHECK THE CRANKSHAFT. \$100.00 WILL BE RETAINED FOR TRACK FEE.