



2020 Carolina Speedway Rules

These rules are issued to govern the conduct of racing events at Carolina Speedway for the 2020 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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2020 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 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 night's 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.

Lightning Late Models

BODY:

1. Weight -Built motor, 2350 lb, 604 crate 2300lb, 602 2200lb
2. Rear of car may be open.
3. 78 inches at the top of the doors max side to side (width). Checked at firewall and behind driver's seat.
4. 72 inches max rear width measured at spoiler.
5. 78 inches max rear body width measured 12 inches below spoiler.
6. Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.
7. 8" rear spoiler, 39" from ground to deck measured at middle of car.

CHASSIS AND SUSPENSION:

1. Engine setback, 6" maximum, measured #1 spark plug to top center ball joint.
2. 101" minimum wheelbase.
3. 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.
4. Front push bars allowed, may not exceed width of front chassis rail.
5. Suspension- OPEN- ANY TYPE, see shock rules. No stack springs allowed.
6. Front and rear wrecker pick ups are MANDATORY
7. No part of frame may be aluminum or titanium.
8. J bars only allowed
9. No hydraulic or remote adjustable 4 link bars allowed
10. 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 Fatbacks Race Parts, 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:

LS Engine 5.3 "The Mighty Mouse"

The 5.3 engine comes from factory at 325 cubic inch. We are allowing .60 over bore. Maximum cubic inch is 335

Block: Cast iron 5.3 only

Heads: Factory GM casting numbers 706 and 862. Valve sizes intake 2.000. Exhaust valve 1.551 Maximum. Intake valve part numbers V3452 or V3466. Exhaust valve part number V4371. No porting or polishing of any kind to ports or combustion chamber. 58 cc minimum.

Rods: Must be factory stock rods only. Part numbers 143 or 3847. No lightning. You may balance new rod bolts, resize, and float the wrist pins. Stock length only.

Piston: Part number P5036 silvolite. You may zero deck the block, no tolerance.

Camshaft: Part number EL5.3LSX. This cam is a hydraulic roller lifer cam. Lifters Part number 2281. Must be stock hydraulic roller lifters only. The camshaft must be purchased from Concord Engines 704-273-2453 (Ask for Tony)

Crankshaft: Part number 216. This is a stock production crankshaft. No lightning or cutting. Balance ok.

Intake: Part number 300-132 Holly Intake. No porting or polishing of any kind.

MSD Ignition Box: Part number 6014

Fords and Chevy's can run a one stage pump, but cannot have a tank. Lines have to be short and close to motor. May have a remote filter in return line. If there is a tank mounted on your car, you will be DQ'ed! This is not a dry sump setup!

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.

IGNITION SYSTEM: Any, No traction control allowed.

DRIVE LINE:

1. Transmission- ANY, must have working reverse.
2. Drive shaft- ANY must have hangers
3. Rear End- ANY
4. 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, Fatback Race Parts and Heintz in Concord are the authorized dealers for American Racer PRO-2.

PROTEST RULES

CARBURATORS:

Protest \$150, \$50 to accept. Carb taken apart by track and checked for any modifications.

If legal, carb owner gets \$150. Track keeps \$50.

If wrong, track gets \$50, you are disqualified, and the protestor gets \$150.

Carb claim fee of \$500, \$50 to accept.

Carb checked by track. If legal, owner gets \$50 plus \$450 from protestor. Track keeps \$50.

If illegal, carb owner loses \$50 and disqualified. The protestor gets \$500.

TOP END PROTEST:

Included in a top end protest are the heads, valves, pistons, and cubic inch.

Protest fee \$400, \$100 to accept.

If legal, owner gets \$100 back and \$300 of the protest fee. Track keeps \$100.00.

If illegal: Track keeps \$100 - Protestor gets \$400 back.

BOTTOM END PROTEST:

Included in bottom end protest are the rods, pistons, crankshaft, and cubic inch.

Protest fee \$800, \$100 to accept.

If legal, \$100 returned plus \$700. The track keeps \$100.00.

If wrong, track keeps \$100. Protesting driver gets \$800 back

Open Wheel Modified

The Open Wheel Modified division at Carolina Speedway will run under Mid-East Modified rules for the 2020 season. You can find those rules at www.mideastmods.com/fag/

Thunder Sportsman

BODY: The objective is to keep the cars looking similar and as close to stock as possible.

No exposed bars allowed. Body must sit on frame in OEM position. Aftermarket (track approved) dirt bodies allowed. (ARBodies OK)

WHEELBASE: - Stock wheelbase for chassis being ran. ANY CHASSIS WITH A WHEEL BASE SHORTER THAN 108" WILL NOT BE ALLOWED.- NO jeeps or station wagons.

NOSE: Rubber nose OK... Nose must match tailpiece. (If you have a Camaro nose, you must run a Camaro tail piece, Monte Carlo, Nova Charger etc.) No Exotic or late model style noses, or elephant ears allowed.

TAILPIECE: Must run FULL tailpiece on rear of car.

COCKPIT: Must run complete, enclosed cockpit. You must have a steel floor pan under driver. Front firewall location may be moved for engine clearance. (unibody cars, please see below)

SPOILER: Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car.

WEIGHT: Stock Chassis 3000 pounds, Johnson Chassis 3100 pounds

CHASSIS & SUSPENSION: Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes draglinks, tie rods, spindles etc.

FRONT SUSPENSION!

All Johnson Chassis cars or cars utilizing Johnson Chassis components must sit at least 7.5 inches above ground level at all points (with the driver in the car).

Steering - stock type - Quickeners OK.

Front spring spacers OK. NO front screw jacks allowed. Only OEM rear trailing arms allowed. Rear spring- jack bolts OK. Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches)

Springs may be changed (stock location). Racing springs OK (No stack springs). 1 spring per wheel allowed.

A-Frames - Upper control arms may be tubular steel or modified OEM. Longer GM stock type Ball joints OK on upper only (No Screw in ball joints). Lower control arm must be OEM for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed). No mono-balls allowed. You must run rubber bushings only.

SHOCKS: FRONT - Bilstein AK1043 ONLY (Front shock can only be raised 3" or lowered 2" and must use lower stock mounting points). REAR - Bilstein SSR1 ONLY (may move rear shocks). No bump stops allowed on ANY shocks. (Unibody cars will need to make brackets with a stud to allow SSR1 shocks to mount up)

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

Framework may be reinforced. Unibody cars (frames) must have stock floor pan and must be in stock location. Tubing may run from front most rear spring mounting points (at intersection of frame and rear portion of the unibody) to the first turn-up of the front frame rail only. Mounting points for front frame rails must remain bolted in position. Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location. (Shock mounting points may be reinforced.)

UNIBODY cars must have stock floor pan & firewall (must be in stock location – no exceptions)

JOHNSON RACING X.Y.G Metric CHASSIS is the ONLY aftermarket chassis allowed
(johnsonchassis.com)

Johnson SECA or Crate Racin USA X.Y.G TUBULAR FRAMES ALLOWED. ALL TUBULAR FRAMES WILL BE SERIAL NUMBERED. **ANY TUBULAR FRAME WITHOUT THE SECA OR CRATE RACIN SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL.** ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

Stock Metric frames have the option to be repaired with SECA or Crate Racin USA tubular front and/or rear clip. Front and Rear Clips will also have SECA or Crate Racin USA serial numbers.

Stock Metric frames may run the following Johnson parts: Left Upper A Frame (JCI-09-02-003R), Right Upper A Frame (JCI-09-02-003L), Left Lower A Frame (JCI-09-02-01RC-L-SP), Right Lower A Frame (JCI-09-0201RC-R-SP), Rear Upper Trailing Arm (JCI-09-03-04B), & Rear Lower Trailing Arm (JCI-09-03-03B).

ENGINE: GM crate motor only. Part #88958602 (350 stock circle track engine - 88958602) ALL ENGINES (Factory Sealed, SECA sealed, & Unsealed) MUST meet GM specifications! May rebuild using GM parts as set forth by GM and must meet factory specs (GM changes to parts/part numbers taken into consideration).

Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button) May run a MSD, DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes)

CARBURETOR: - Box stock 650 Holley #4777. May remove choke flap only. No four corner idle screws. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squitter arm replacement OK) You must run a 1" open spacer. Spacer cannot be tapered, radiused or beveled. Inside walls must be flat. Please use Allstar Performance 25981 for a reference of what an open spacer is.

NO cold air boxes, (No metal or plastic allowed under the breather/and or carburetor). This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner. Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

EXHAUST SYSTEM: Schoenfeld #186 & #186CM ONLY (There are multiple #186 headers, these are the only two that measure as follows 1 3/4 Tube Diameter. 3 1/2 collector diameter x 8 collector length) No "X" or merge type pipes allowed. Maximum of 12" pipe ONLY (measured from end of collector), has to be the same diameter of collector. No additional pipe/tube/obstructions etc can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe)

No electric radiator cooling fans. No mufflers allowed (unless track has mandatory requirements)

Aftermarket pulley system & belts OK. Any plugs and plug wires OK. No electric water pumps

FUEL SYSTEM: Track fuel ONLY. Fuel Pump (stock type, mechanical only). Fuel cell is

mandatory.

DRIVELINE: Single disc, stock or stock equivalent clutch or replacement clutch only. Clutch must have solid lining only. You must have spring(s) in clutch.

Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)

Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight.

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

TRANSMISSION: GM Saginaw or Muncie manual transmission 3 speed only. ALL working gears forward & reverse. All forward gears must be helical cut teeth. You may run 350 or 400 turbo automatic with OEM working torque converter. Flex plate must be GM #14088765 or GM #14088761. No power glides. (Transmission internal parts CANNOT be polished, coated, or lightened.)

DRIVE SHAFT: Steel only (1 1/2" min. diameter)

REAR END: Stock factory or 9" Ford. Any ratio OK. Posi-traction or locked OK. Floater OK. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED) Gun drilled axles OK, Any gear OK. Polished & lightened ok. No titanium.

REAR TRAILING ARMS: Lower (OEM rear trailing arms only - must remain stock), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length.

BRAKES: Stock type (4 wheel disc OK). No aftermarket or aluminum and they must have operational 4 wheel braking system. (No functional/non-functional brake cutoff allowed). NO Scalloped Rotors. Drilled Rotors, Racing Pedals, Adjusters, & Dual master Cylinders are OK.

TIRES & WHEELS: 8" steel wheels, **ANY 8"** med or hard compound **OK**. Large wheel studs and Bead locks OK.

CLAIM ITEMS (main event only): Drivers finishing inside Top 5 can claim from another driver in Top 5 Front Shock (\$80) – Rear Shock (\$125) – Transmission (\$300) – Carburetor (\$500) – Distributor (\$200)

Claim cost may change due to price changes from manufacturer. Any parts being claimed will

be inspected as follows: Carburetor (Check Part # Only), Transmission (Checked for 3 Working Forward Gears & Reverse), Shocks (Visual Inspection for Part # Only), and Distributor (pulled out and handed over, there is no inspection, claim is sold as is and includes distributor, cap, rotor, and module. If claimed is refused or part is visually wrong based on above, driver (illegal parts or claim refusal) is disqualified with no event points or winnings.

PROTEST: Items not covered below are considered track protest items and therefore track protest rules apply.

(2 Items) \$300.00 with track retaining \$100.00

Cam Protest: \$300

Bottom end only protest: \$600. Option 1: Weigh crank/check journals, visual rod and piston from the bottom. Crank 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 fee to look at carburetor and exhaust.

(After heats only)

Clutch Assembly Protest includes clutch disk, pressure plate & flywheel (\$200 - Track retains \$100). Tire Protest Fee (\$125 & \$125 acceptance fee). Fuel Protest Fee: (\$50.00).

Thunder Bomber

GENERAL - Tech man has right to check this every week.

1. No nitrous or traction control.
2. After 3 times of refusing to tear down - you will be disqualified from competing in this division the remainder of the year.
3. Cars must be neat in appearance.
4. Cars must weigh 3300 pounds with driver after race.
5. 8" wheels max .25" tolerance - 14 or 15" - must be same size all the way around.
(no Aluminum wheels)
6. No dot racing tires.
7. Any 70, 75, or 78 series street legal dot tires series radials – no directional or competition tires.
8. 8" towel city racing recap ok but must punch minimum 50.
9. May run beadlocks but must face outside.
10. May run offset rims and wheel spacers.

11. Stock brakes and master cylinders.
12. OEM brake calipers only - no aluminum.
13. Dual master cylinder ok - adjusters ok.
14. Headers are legal but must exit parallel to ground. NO TRI-WYE HEADERS, NO H-PIPES, AND NO X-PIPES, No turn down on pipes.
(Straight only) **No merge Collectors**
15. Aluminum radiator with fabricated brackets ok.
16. No electric fan.
17. Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.
Must run pump gas and/or track fuel.
18. Seat must be securely fastened to frame and or roll cage.
19. Cars must have number on sides and top and able to be read by score tower.
20. **Stock unless otherwise stated.**

BODY - Visual protest only.

1. No late model noses or fender flares.
2. Stock unless otherwise stated.
3. 1968 or newer American made car.
4. No station wagons, trucks, jeeps, or convertibles. No strut cars.
5. Rear of car must be closed - no holes or flaps.
6. Must have a deck lid.
7. May make front fenders, doors, and rear fenders.
8. No side spoilers.
9. Spoiler may not exceed 60" wide by 6" tall and no spill plates. No straps or spoiler supports of any kind.
10. Cannot exceed 48" from ground to the top of the rear spoiler.
11. May run any replacement roof - must be a minimum 48" X 50" – no slant roof
12. Aluminum door and fenders ok.
13. 13" minimum door and rear glass opening.
14. For safety purposes car must have a minimum 13" wide window opening on both left and right side in case driver needs to make emergency exit.
15. Interior can be boxed in.
16. Front and rear bumpers - rubber nose ok - stock appearing - no cow scoop.
17. Breather must be boxed in on all 4 corners and cannot exceed 2" high.

18. May NOT pull air from inside car.
19. Front inside wheel wells can be cut or removed for clearance but not excessive.
20. All firewall holes must be covered.
21. Must have stock firewall in original location. Firewall must extend to doors.
22. Must have stock floorpan in original location. Floorpan must extend to rear of drivers seat. Floorpan must go from frame rail to frame rail.
23. May replace dash with sheet metal - interior metal cannot be higher than dash.
24. Gutting hood and trunk ok.
25. Bumper cannot exceed past the quarter panel or must run a bumper cover.
26. May use Lexan in rear side windows.

WHEEL BASE / FRAME

1. Frame must match make and model of car - 1" tolerance +/- allowed.
2. No shortening of frame - must be stock - no x-ing or cutting of frame.
3. Length between spring eyes must be stock.
4. Wheelbase for make and model. Tolerance 1"
5. Engine must be in stock location. Aftermarket mounts ok.
6. Radiator must be in stock location.

ENGINE - BOTTOM END

1. Any OEM stock size engine - max size 363 - .060 over bore max.
2. Repaired engine parts must be approved.
3. ARP Rod bolts ok but must remain stock size - 3/8.
4. 1 piece rear seal block ok.
5. No high performance engines or special order parts.
6. .060 over bore max.
7. Stock blocks only.
8. Must be stock replacement low compression piston. Cannot cut top of piston.
9. No flat top 4 eyebrow piston - must be dished.
10. Speedpro H423 NCP replacement piston ok. No metric ring package.
11. Pistons must be at least .009" in block.
12. No bottoming of lifters.
13. Stock crankshaft.
14. No knife edging or lightening, etc.

15. Cast crank must weigh 48 lbs.
16. No stroking or destroking.
17. Journals may be turned no more than .060".
18. Rod width may not be less than .940. No powder rods.
19. Stock timing chain gear set or Cloyes C-3023X adjustable timing chain. No offset key ways.
20. Balancer 6 3/4 by 1" no machining.
21. May run racing pulleys - no serpentine pulleys.
22. Aluminum water pump allowed.
23. No serpentine pulleys - v belt racing pulleys ok.
24. After market fuel pump ok.
25. After market power steering ok.
26. 2 piece timing covers ok.
27. No remote oil filter or evac system

HEADS

1. Any open chamber head ok but must meet the following criteria. No aftermarket heads.
2. May run stock replacement screw in studs or pin them.
3. May run aftermarket valve cover.
4. Heads cannot be less than 72 cc.
5. No angle milling.
6. Stock or stock replacement valve for make and model. Steel valves only. Stock stem diameter.
7. Valve springs can be z28 springs.
8. No cutting under 45 - no competition valve job - no 3 angle valve job.
9. Shims can be used under valve springs with a limit of .060 per string.
10. May use off set locks but not with shims.
11. Rocker arms must be stock or stock replacement. 1.5 max. No self aligning rocker arms.
12. No porting or polishing.
13. No Vortec parts.

INTAKES

1. Stock cast iron.

2. No Holley pattern factory intakes.
3. No aluminum intakes.
4. Must have vacuum fitting behind carb.

CARBURETOR

1. Stock 2 or 4 barrel only.
2. No modifications except choke flap removal.
3. No removal of choke horn.
4. 600 Holley part # 1850 ok - must be box stock with Mr. Gasket adaptor part #1932
May use (2) .070 gaskets max.

CAM

1. Stock timing chain or Cloyes C-3023X adjustable timing chain.
2. .390 - .410 lift.
3. 112 lobe separation +/- 1 degree.
4. Advancing or retarding the cam in car with adjustable timing ok.
5. Cloyes C-3023X only - no cam buttons.
6. Stock cam or stock replacement cam only.
7. Duration for intake + 2 degrees / -10 degrees.
8. .006 - 256 degrees. 9. .050 - 195 degrees.
10. .200 - 95 degrees.
11. Duration for exhaust + 2 degrees / - 10 degrees.
12. .006 - 261 degrees.
13. .050 - 202 degrees.
14. .200 - 106 degrees.
15. Must have 18" vacuum at 1000 rpm.
16. Hydraulic cam and lifters only.
17. Cams CS-274 Sealed Power and CCS-2 Melling and Comp Cam 12-105-3 are a stock produced cam and will be looked at with a little more variance. All custom ground cams will be required to meet the above specifications.

FLYWHEEL AND CLUTCH ASSEMBLY

1. Stock steel flywheel - 14 lbs. Minimum.
2. Stock type clutch and pressure plate - minimum 10.5" (Pressure plate 12lb

min.)

3. May use hydraulic clutch.

TRANSMISSIONS

1. Must be stock with all working forward and reverse gears.
2. May run 350 or 400 turbo automatic with OEM working torque converter, stock type and 11" minimum. May run transmission cooler.
3. No power glides.
4. Aftermarket throw out bearing ok.
5. No lightening of gears.
6. 3 speed straight drive cast iron transmission with all working gears.
7. Straight drive transmission cars must have blow proof bell housing or scatter shield of 1/8 steel.
8. May use hydraulic clutch.

DRIVE SHAFT

1. Has to be stock for model of car or may run 2" driveshaft.
2. No carbon fiber. No Aluminum
3. A "U" or square type safety loop on front of drive shaft assembly is required.

IGNITION

1. Stock type ignition.
2. Stock type distributor only. No Billet (no circuit board distributor)
3. No high performance distributors or high performance parts.
4. No altering firing order.
5. No boxes.

REAR ENDS

1. Gm 10 or 12 bolt rear-end.
2. 9" ford or floater ok. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE BLOCKED OFF)
3. Shocks have to be in stock location - may move for travel only (max 3 in) No angle change.

4. May run aftermarket axels.
5. Any gear ratio allowed.
6. Locked or limited slip rear ends allowed. 7. Full spools ok. (no scalloped)
8. No gun drilled axels.
9. No gun drilled rotors or scalloped rotors.
10. No lightening of ANY parts.
11. All components must be made of steel.
12. Disc brakes ok - doesn't have to match model of car.
13. Can cut top of trailing arms for pinion angle.

SUSPENSION

1. Suspension must be stock.
2. May run racing springs with adjustable buckets.
3. Top a-frame can be cut or move top mounting perch.
4. No adjustable blocks - 4" of lowering blocks max.
5. Tube type a-arm on top only ok – nonadjustable - screw in ball joints on top ok. ball joint must be mounted on top of a frame (no QA-1) no rebuildable (1/4 inch tolerance)
6. Can use heavy duty OEM steering and suspension parts.
7. Leaf or coil springs can be changed to stronger leaf or coil of the same type.
8. Cutting of coil spring allowed - rear shims on coils are ok.
9. Adjustable or non-adjustable spring buckets ok.
10. Shocks must be in stock location - may move for travel only – no angle change.
11. Adjustable buckets in rear ok.
12. All hook up points on chassis must be in stock location.
13. Cannot change angle of rear shock.
14. Top trailing arm may be cut for pinion angle only.
15. Leaf spring cars may adjust perches for pinion angle.
16. May adjust rear shackles.
17. After market bushing in a-frames and trailing arms ok but may not swivel.
18. No heim joints on any shocks.
19. May run any stock body racing shock. Can run them upside down.

Safety

1. All lead must be secured with bolts and/or metal clamps. Duct tape or zip ties are not acceptable.
2. 25 lb. weight break for Hans and 25 lb. weight break for approved containment seat. (50 lb. max.)
3. Must have working fire extinguisher in car.

PROTEST AND CLAIM RULE Visual Protest

A visual protest must be done within 5 minutes of heat race or qualifying. Must be in the top 5 to do a visual and can only protest car in front of you. If found wrong the car will be DQ'ed and start in the rear of heat or main. (whichever comes next) illegal item must be fixed or weight penalty added for heat or main. If it is a major violation, car may have to move up to higher division for the night. Visual items cannot be protested after the race...

1. Protest bottom - \$500
2. Protest any 2 items - \$300
3. Cam protest - \$300 - track keeps \$100.
4. Transmission protest. \$250
4. Acceptance fee - \$100
5. Track keeps \$100
6. Shock buy rule, 2 for \$300, or 4 for \$400. Must finish in top 5 to buy shocks.
Must finish directly behind car to buy their shocks.
7. Visual protest \$50 (non-refundable)
8. Tech man has final say.

Super Sportsman

* Stock unless otherwise stated.

* Weight MUST be posted on hood, with safety weight break listed, due to different engine options. Weights can/will be adjusted if tracks deem necessary for fair & equal competition.

* Must add 50 pounds if perches are moved.

* Front and rear wrecker pick-ups are MANDATORY.

Body: Please see drawings at end of rulebook: Any full size American car or truck, 102" wheelbase minimum. Doors & fenders may be aluminum. Must have steel floor pan under driver. Must run complete, enclosed cockpit. Front firewall location may be moved for engine clearance. Firewall may be replaced aluminum or steel material ONLY. Rear of car may be open. Can cut for tire clearance and can remove inside wheel wells. Push bars must be behind grill. Any nose OK. NO flared fenders. No MD3 or MD3 style noses. AR Dirt Bodies approved. Solid mounts OK. Cars must remain stock appearing. May have max. 8" rear spoiler (8" tall x 24" long side spoilers or spill plates). May run 3 spill plates. See diagram for measurements. Maximum spoiler height 50". May run one 4" spoiler inside car. Hood and trunk straps permitted. (May run hole in hood for breather). 48" x 48" min. roof. Max. body width 72".

Chassis: Must have roll cage, and all safety equipment. Cage must secure to uni-body. All cars frame may be tied together under floor pan. Wheelbase stock (2" tolerance). 7.5" min chassis height on Johnson Chassis.

* Johnson Racing X.Y.G. Metric Chassis Allowed. (This is the ONLY aftermarket chassis that is allowed.) Please visit www.johnsonchassis.com.

* All tubular frames will be serial numbered. Any tubular frame without the Crate Racing serial numbers will be considered illegal. Any Johnson frame or repaired clip found to be altered could result in fines or suspensions.

* Stock metric frames have the option to be repaired Crate Racing USA tubular front and/or rear clip. Front and Rear clips will also have Crate Racing USA serial numbers.

* Stock metric frames have the option to run the following Johnson Racing Parts:

Left Upper A Frame: JCI-09-02-003R

Right Upper A Frame: JCI-09-02-003L

Left Lower A Frame: JCI-09-02-01RC-L-SP

Right Lower A Frame: JCI-09-02-01RC-R-SP

Rear Upper Trailing Arm: JCI-09-03-04B

Rear Lower Trailing Arm: JCI-09-03-03B

* No notching of frame for tie rod clearance. Johnson Chassis that have been notched must cover the notched area on sides and bottom of frame with .125 steel.

Steering: Stock O.E.M. Quickeners ok.

Suspension: Must be stock. Screw jacks OK on rear only. Lowering blocks OK. Adjustable cups OK. Spring buckets or cans OK. Height of buckets 6" maximum in stock location. Springs may be changed.(racing springs, different lengths). Front spring spacers ok. Springs must remain in stock position forward and aft, and left and right. May cut topA-frames to adjust camber and caster (Top a-arm only may be tube non adjustable). Stock perches, must be in stock location. May enlarge hole for shock clearance. Spindle savers ok. Steel, nylon bushing, or monoballs OK.

Shocks: Steel body non-adjustable racing shocks OK. NO Schrader valves. Hypervalve orexternal fill port must be covered with JB weld. NO bump stop on shocks. May relocate rear 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 position. Heimjoints OK on shocks only. May cut rear top control arm to adjust for pinion angle ONLY. NO coil overtyp adjustments. Heim joints allowed only where stated.

Shock Claim - Front - \$150 each. Rear - \$200 each including Heims. Have to be claimed within 5 minutes after main event with money and written claim given together to tech man. Shock is bought "as is".

Transmission: Factory stock straight drive with all working gears. Must be same make as engine. Must have been a production transmission for automanufacturer. Bert/Brinn type tranny ONLY- NO powerglides- NO Jerico. Must have working reverse, may remove gears, may have straight cut teeth.

Flywheel: Stock steel flywheel (No less than 10 1/2", must weigh 14 lbs min). Clutch and pressure plate or triple disc clutch with flex plate is OK (No smaller than 5.5"). NO single disc.

Driveshaft: Any steel 1 1/2" or larger. Must be painted white, with car number. Must have safety loop.

Rear-end: Stock type or may run 9" Ford. Must run stock mounting points with no adjustability. Any ratio okay. May be locked. Floater legal. NO WIDE FIVES. Any axle or any gear. Upper control arm mounts 8" max from center of axle tube to center of trailing arm bolt. Lower control arm mounts 3 1/2" - 4 1/2" max from center of axle tube to center of trailing arm bolt.

Brakes: Stock caliper for make and type of car disc OK (No 4 piston calipers) Disc brakes legal. No aftermarket, no aluminum. Must have operational wheel braking system. NO WIDE FIVES. Racing pedals OK. Adjusters OK.

Wheels: Any steel 8" maximum. Large wheel studs OK. Beadlocks OK, outward facing only.

Tires: EMOD, M500, H500, AR 27.5/8.0/15, 26.5/8.0/15 Med or Hard. No grooving or siping. Tires susceptible to Chemical Tire Protest.

Fuel: Must pass track test. Fuel cell must be mounted inside of trunk.

Headers/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. Exhaust EVAC system OK.

Engine Location: #1 spark plug in line or in front of top ball joint. 0 Tolerance.

Engine Option #1: * 3200 lbs & 3100 lbs - SEE HEADSOPTION #1 & #2

* Must match make of car, Chevrolet for Chevrolet, Ford for Ford, etc. Chevrolet 365 Max cubic inch- NOTOLERANCE. Ford 365 max cubic inch - NO TOLERANCE. Chrysler 374 max cubic inch - NO TOLERANCE. No Vacuum pumps, may vent to header.

Block: Cast iron OEM only (No aftermarket, Bowtie or SVO). May plug, or install vent pipes, or screens. Studs and strapping caps are ok. Steel caps are ok. May Plug deck and re-drill water holes. Maximum cylinder bore of .080"

Crankshaft: Any steel stock appearing crank. Cast iron or steel. No billet. 50 lb min weight for steel cranks, 47 lbs. minimum weight for cast iron. Stock stroke for engine size. May balance (Drill hole, weld, minor grinding). For balancing purposes the counterweights may be turned. Must maintain 1.950 for steel / 1.750 for cast. No knife edging. No pendulum undercut. No polishing or lightening of counterweights or throws. May cross drill oil holes, chamfer oil holes, large radius allowed on bearing journals. Will be weighed with cam gear and pilot bushing.

Rods: Any steel rods. No aluminum or titanium rods. May be reworked, can float pins.

Piston: Any flat top. Eyebrows legal.

Oil Pan: Any wet sump oil pan.

HEADS OPTION#1 - 3200 lbs - Stock cast iron OEM. No Bowtie or angle plug heads. May run double hump. Competition valve job permitted. Any angle any depth. All angles must be concentric and in line with valve guide. May have .750 hand blend from top of 45 degree (7/8 will be wrong). Screw in studs and guide plates OK. Roller Rockers are permitted. May also run aftermarket GM World Product Heads#011250-037. Ford World Products#824-53030.

Competition valve job with bowl cut OK.

Valves: Any stock diameter, steel valve permitted. Valve may have undercut stem. 2.02"(Intake) and 1.6" (Exhaust) valve sizes are allowed.

Valve Spring: Any steel. Single or double.

Retainers: Any steel or titanium valve spring retainers allowed.

HEADS OPTION#2 - 3100 lbs. - Cast iron O.E.M. straight plug only. Double hump ok. No Bow Tie or Vortec. May have competition valve job with bowl cut. Bowl cut must be concentric and in line with valve guide. Screw in studs, poly-locks, guide plates, stud girdles ok. Roller rocker arms okay. NO Shaft Rockers. Aftermarket alt heads GM World Products #824194.Ford World Products #824-53030, competition valve job with bowl cut OK.

Valves: Any stock diameter, steel valve permitted. No Titanium. Chevy-
Intake=1.949Exhaust=1.509. All other stock from make.

Valve Spring: Any steel valve springs. May run double valve springs.

Retainers: Any steel spring retainers allowed.

Camshaft: Hydraulic or Mechanical .500 lift max checked with valve. Hydraulic will be checked with solid lifter and .000 lash. Mechanical will be checked with .025lash period. All cams must match make of car, GM to GM, Ford to Ford, etc. MUST be OEM firing order.

Lifter: Any hydraulic or solid flat tappet lifter. Stock diameter only for engine ran. No roller lifter. May plug or install vent pipes or screens in lifter galley. May run Lifter valley pan.

Intake: OEM Bowtie cast iron intake, or any aluminum, as cast. No modifications.

Fuel Pump: Stock only.

Carburetor: May run stock, may remove choke flap. Chevy-Quadra-Jet-Ford-Motorcraft (single line only) or 650 Holley #4777. MUST pass track gauges. No 4 corner idle screws. May remove choke flap only. May drill holes through butterfly. No other modifications allowed. (Exception: May change jets, power valve) Any 1" Spacer. Or may run 2" Spacer with no more than (2) .070" thick gaskets.

Ignition: Stock. May have chip. Billet distributor OK. Any wires. MSD box allowed or same as.

Balancer: ANY

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

Engine Option #2: *3050 lbs.

* Sealed GM Crate Engine only: Part #88958604.

Carburetor: May run stock, may remove choke flap. Chevy-Quadra-Jet-Ford-Motorcraft (single line only) or 650 Holley #4777. MUST pass track gauges. No 4 corner idle screws. May remove choke flap only. May drill holes through butterfly. No other modifications allowed. (Exception: may change jets, power valve) Any 1" Spacer. 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.

Ignition: May run MSD Type 6 box with 1 revlimiter 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 #3: *2950 lbs.

* 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 .060MAXIMUM (NO TOLERANCE). May deck block to .000 deck only (NO TOLERANCE).

Crankshaft: Factory stock for engine running or the following part numbers: Scat part #4-350-3480 or Eagle part #ESP103503480 and 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. NO CUTTING ALLOWED.

Rods: Factory stock for engine running OK. NOWORK 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 relief's (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: Option 1 - Factory stock, cast iron, low rise only. Valley pan OK. Option 2 – Edelbrock part #5001 or 2101. Must remain box stock, no alterations. Any 1" spacer. Option 3 - Dart Heads with 2101 or 7101. Any of these weights can be adjusted for competition purposes.

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 spacer allowed. NO HIGH PERFORMANCE. Or may run box stock Holley 650 #4777. No 4 corner idle screws. May run 1" adapter 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.

No cold air boxes, may cut hole in hood for air cleaner with 4 1/2" max. tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.

Heads: Factory stock or Dart, cast iron OEM straight plug only, screw in studs allowed. No high-performance or double hump allowed. NO BLEND WORK ALLOWED. Competition Valve job OK. Bowl cut OK, may not bore below guide boss. May run roller rockers 1.5 ratio for Chevy, 3/8 and 7/16 stud, no stud girdles allowed. Buy rule \$225. For other engine manufacturers, stock rocker ratio. Any steel valve spring. Any steel retainer. POLYLOCKS OK. GUIDEPLATES OK. Stock diameter stainless steel valves OK. May run Dart Head SS #10024361. Dart heads may NOT use the Edelbrock part #5001. Can ONLY run the 2101 or 7101 intake. Any 1" spacer with 2101 only. No porting or polishing of intakes.

* 64 CC MIN chamber volume.

* Any stainless valve - 11/32" stem - 1.949 intake -1.509 exhaust. No titanium keepers, retainers, etc.

* Any steel valve spring. Steel retainers and keepers only. Stud mounted rocker arms only - 1.5ratio.

Camshaft: MUST BE Flat Tappet HYDRAULICLIFTERS 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 or aftermarket OK.

*Aftermarket pulley system and belts OK.

*Any plugs and plug wires OK.

*No electric radiator cooling fans

*No electric water pumps.

Engine Claim

Claimer rule on crate motor only 604 \$5,200. Track will keep \$50. Engine will be received with accessories as supplied from GM. Only highest finishing crate engine may be claimed. Only

driver on the same lap can claim. If more than one person claims, the driver finishing the farthest back gets 1st choice.

Protest

(Two Things Only) \$300 with track retaining \$100.

Bottom End protest - \$600 with track retaining \$100.

Under Hood Visual Protest - \$50 straight fee to look for carb # (After Heats Only).

Shock Claim - Front - \$150 each. Rear - \$200 each including Heims.

(Tire Chemical Protest) \$125 per tire to protest. \$125 per tire acceptance fee. 3 grooved strips removed from tire and sent for lab testing.

COMPLETE CRATE ENGINE PROTEST RULE: Protest Fee is \$1000 and Acceptance Fee is \$400. The winner of the protest receives \$1000 and track receives \$400 to compensate those involved in the technical inspection process. In the case of a full engine protest, track representative will claim engine and meet at "selected" technical inspector's business at the appointed time. Illegal parts may be confiscated and destroyed!

Pure Stock

GENERAL: Track has the right to check this any week.

1. No nitrous or traction control.

2. May run engine fan. No electric.
3. May run air breather. Aftermarket OK, cannot port through hood. No air box.
4. Ford solenoid O.K.
5. Radiator and fan shroud may be made of aluminum.
6. No DOT racing tires.
7. Tires- any 70,75, or 78 series street legal DOT tire. Tires do not have to be the same size. No truck, mud grips, high performance, directional, special order, snow, trick gumball, fancy, or exotic tires of any kind.
8. Wheels must be stock steel or may run aftermarket nomad spoke wheels, (Wagon Style). 7" stock offset racing wheels only. No bead locks. 14" or 15" rims only.
9. Battery may be moved to inside drivers compartment and must be enclosed and securely mounted
10. Roll cage required. Must be 4 point with three drivers side bars and two right side bars minimum. No bumper bars. May run bars from main cage to rear body panel. May run bars from main cage forward to the radiator support.
11. Fuel cell mandatory. 22-gallon max. Hole in trunk may have 3" clearance cut around fuel cell. Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.
12. Must have steel firewall where back seat was.
13. Exhaust must be stock cast iron. No center dump manifolds. No X pipes or H pipes. Factory Y pipe O.K.
14. Stock brakes only
15. 3300 lbs after race min.

BODY: Visual Protest only.

1. 1964 or newer American made car.
2. Complete stock body must be retained.

3. May use steel 2" below factory crease for quarter panels but must look stock and I do mean stock.
4. May use steel for doors but must look stock and I do mean stock.
5. May run rubber nose (top part only.)
6. No cutting, channeling, chopping, or shortening.
7. Hood hinges may be removed. May use hood pins to hold hood down.
8. All chrome, plastic, and glass must be removed.
9. Steering column may be changed and may use quick release steering wheel.
 10. All firewall holes must be covered.
 11. Must have stock firewall in original location.
 12. May replace dash with sheet metal
 13. After market power steering OK

WHEEL BASE/FRAME

1. Stock only. 101" wheelbase minimum.

ENGINE BOTTOM END

1. Engine must be strictly stock and in original mounts. 350 CI.
2. Repaired engine parts must be approved.
3. No high-performance engines or special-order parts.
4. .060" overbore max.
5. Stock blocks only.
6. Must be stock replacement low compression piston. Speed Pro H423NCPO.K.
7. No flat top 4 eyebrow piston. Must be dished.

8. Pistons must be at least .009" in the block
9. No bottoming of lifters
 10. Stock crankshaft.
 11. No knife edging, lightening, etc.
 12. Cast crank must weigh 48 pounds.
 13. No stroking or de-stroking.
 14. No balancing other than factory. Tech man discretion.
 15. Journals may be turned no more than .060".
 16. Rod width may not be less than .940".
17. Stock timing chain.

HEADS:

1. Heads open chamber 72 cc's.
2. No angle milling.
3. Stock size of valve for make and model.
4. Valve springs can be Z-28 springs. (125lb on seat,290lb open Max)
5. Shims can be used under valve springs with a limit of .060" per spring.
6. May use offset locks but not with shims. Must be either or, not both.
7. Rocker arms must be stock.
8. No porting or polishing.
9. Steel valves only.
10. Stock stem diameter.
11. Can't run 993 or 441 heads.

12. No cutting under 45, no competition valve job, 3 angle valve job OK. 30,45,60.

INTAKE

1. Stock cast iron.
2. No Holley pattern factory intakes.
3. Aluminum intakes on factory original cars must remain unpainted
4. Can block off exhaust gas crossover

CARBURETOR:

1. Must be a stock 2 or 4 barrell Quadrajet.
2. Stock HOLLEY 4412 C, S, or CT 500 2 bbl. Use 1" adapter 2 to 4
3. No modifications except for choke flap removal.
- 4.No removal of choke horn.

CAM

1. Chevy .390"-.410" lift. 112 centerline with 2 degree's variants. Other makes and models will refer to factory specs. May degree cam.
2. Must be stock lift for model with at least 18" of vacuum at 1000 rpm.
3. Cam will be checked for duration of stock model. Cam will be removed from the engine for this protest.
4. Hydraulic cam and stock lifters only. No roller.

TRANSMISSION

1. Automatic transmission
2. No power glides.
3. Torque converter must be stock or stock replacement. 12" minimum diameter.
4. May have a cooler mounted in drivers' compartment.
5. May run an aftermarket shifter.
6. Straight drive stock
7. Clutch assembly with flywheel 32lbs minimum, (pressure plate, clutch disc incl)

DRIVESHAFT

1. Must be stock for model of car.
2. No carbon fiber.

IGNITION

1. Stock or stock replacement ignition.
2. Stock or stock replacement distributor only.
3. No altering of firing order.

REAREND

3. Gm 10 or 12 bolt rear-end.
4. 9" ford or floater ok. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. **(ANY ADDITIONAL HOLES MUST BE BLOCKED OFF)**
7. Shocks must be in stock location

8. Any gear ratio allowed.
9. Locked or limited slip rear ends allowed.
10. Full spools ok. (no scalloped)
14. No gun drilled axels.
15. No gun drilled rotors or scalloped rotors.
16. No lightening or polishing of ANY parts.
17. All components must be made of steel.
18. Disc brakes ok - doesn't have to match model of car.
19. Can cut top of trailing arms for pinion angle.

CAM Specifications

- 1 - Stock cam or stock replacement cam only.
- 2 - Duration for intake + 2 degrees / -10 degrees.
- 3 - .006 - 256 degrees.
- 4 - .050 - 195 degrees.
- 5 - .200 - 95 degrees.
- 6 - Duration for exhaust + 2 degrees / - 10 degrees.
- 7 - .006 - 261 degrees.
- 8 - .050 - 202 degrees.
- 9 - .200 - 106 degrees.
- 10 - Must have 18" vacuum at 1000 rpm.
- 11 - Hydraulic cam and lifters only.
- 12 - Cams CS-274 Sealed Power and CCS-2 Melling and Comp Cam 12-105-3 are a stock produced cam and will be looked at with a little more variance. All custom ground cams will be required to meet the above specifications.

SUSPENSION

1. Stock only.

PROTEST:

- 1 - Protest bottom - \$500.
- 2 - Protest any 3 items - \$300.
- 3 - Cam protest - \$300 - Track keeps \$100.
- 4 - Acceptance fee - \$100.
- 5 - Track keeps \$100.
- 6 - **Tech man has final say.**

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

Hornets

*** Stock unless otherwise stated.**

1. 1980 OR newer front wheel drive, 4 cylinder passenger cars only. No all wheel drive or all wheel steering allowed. No station wagons, vans or pick up trucks.
2. Body must maintain original dimensions, standard as from the manufacturer. Original body material may be patched / replaced with sheet metal as long as original body lines remain.
3. Floor pan, trunk pan, front and rear interior wheel wells must remain stock and in stock location.
4. Interior trim must be removed. (Carpet, head liner, side panels, etc). Any material which is

flammable must be removed.

5. Hood must be held shut with at least two hood pins.
6. Must add at least 3 crash bars in front of driver. All glass must be removed from car.
7. Fabricated dash board OK. Sheet metal interior OK. Must have a minimum of two access holes for inspection.
8. Rear and passenger must be removed and a minimum 20 gauge sheet metal cover to form a rear fire wall installed to seal rear area of inside of car from trunk area.
9. Doors must remain in stock location. Sheet metal doors OK.
10. Inner fenders/ wheel wells must remain stock and unaltered. Must have full floor pan. May be patched to repair rust or damage.
11. Must have at least one hoop bar with three door bars on drivers door. Must have seamless tubing 4 point role cage with X braced hoop behind driver and a minimum of three door bars with vertical bracing from top to bottom. Where bars connect to frame must be a minimum 1/4 inch steel plate welded to frame in a secure and safe manner. Front and rear bars OK.
12. Aftermarket wing/spoiler OK on rear of car.

Engine

13. NO PERFORMANCE ENGINES. Stock 4 cylinder engine only. Engine must remain stock as delivered by the factory and must remain in stock location. No Cosworth or rotary engines allowed, NO turbo charged or supercharged engines allowed. ABSOLUTELY NO NITROUS. "All engines must be used in the "make" of car for which they were manufactured." ARP rod bolts,

head studs, aftermarket gaskets OK. No factory or aftermarket high performance components will be allowed in the engine or drive train. Stock carburetor or fuel injection system for the make of car being competed only. Stock production air filter element required. No high performance will be allowed. (K&N OK) No cold air system allowed. Cone type must be bolted to intake. Only water allowed in radiator and cooling system. No antifreeze allowed. May remove exhaust pipe and mufflers. Exhaust manifold must remain stock with pipe extending beyond the drivers seat, parallel to the ground. Cast iron manifold only. Headers allowed only as delivered from factory for make of car. Only Up to 2.2 liter engine allowed. No variable valve timing engines.

Weight

14. 2200 lb minimum weight. 25 lb weight break for full containment seat 25 lb weight break for approved head and neck restraint. 25 lb weight break for approved fire suppression system.

Transmission

Must have working gears, including reverse. NO lightening of gears.

Suspension

15. Only stock suspension parts allowed. Drilling or cutting of the stock suspension parts for camber is OK. Safety hubs OK. Car may be lowered with stock parts only. No adjustable coil overs. Stock shock location only. Cannot move where shock/strut mounts to car.

Brakes

16. Must have functional OEM front brakes. Rear brakes may be removed. No bias adjusters or shut offs allowed.

Wheels And Tires

17. All wheels must be the same size and offset. 7 inch wide racing wheels ok. Tires must have DOT stamp and legal for highway use. No performance, trick, gumball, fancy or exotic tires of any kind allowed. No less than 300 tread wear rating allowed. Track reserves the right to disallow any tire from use in competition in this class.

Safety

18. Aluminum racing seat with minimum 5 point harness required. Fire extinguisher with gauge, mounted in quick release harness in reach of driver is mandatory. Racing helmet with a sa2015 rating required. No motorcycle helmets.

19. Anything to promote safety may be added with approval from tech man.

20. If stock fuel tank is ahead of rear axle it may be used or replaced with a fuel cell. If stock tank is behind rear axle it must be replaced with fuel cell enclosed in a steel can mounted securely in center of trunk. In either case there must be a metal firewall between fuel tank and drivers compartment.

21. After three wins driver must start his/her next race from the rear. Only exception is big money race or special event.

Buy Rule

22. ENGINE COMPUTER ONLY \$150. Only top five eligible to buy computer; Furthest car back gets first choice to buy.

23. MOTOR BUY RULE \$1,500. Only top five eligible to buy motor; Furthest car back gets first choice to buy.

Protest

24. Three items only head, intake, bore and stroke. Overhead camshafts and gears will be considered part of the head. \$300 with track retaining \$100. Any car refusing protest will forfeit all money and points for the night. Tech man has final say. Must finish directly behind the car in order to protest.

25. Visual protest \$25 must be presented to the tech man in writing 30 minutes before the main event.

26. Top three cars will be visual inspected directly after the main event each week. All cars may be subject to random inspection at any time.

27. Complete engine protest \$500.

Pro 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 as specified in safety section of the East Lincoln Speedway General Rules. 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 after market multiple spark or adjustable electronic type systems allowed. No traction control.

CARBURETOR:

Stock OEM or BOX STOCK 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.

DRIVE LINE:

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. Drive shaft 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. Must punch 55 or higher.

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 of East Lincoln Speedway Track Rules.

* Note: Roll cage, seat and belt specifications and all other safety rules will be posted in the general track rules 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.

Flag Pole