



TRI-CITY MOTOR SPEEDWAY

2023 Rule Book

Track Owner

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A. General

- A.1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for 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 EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 to or death of a participant, spectator, or official. The race director and owner or his representatives shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Any interpretation of or deviation from these rules is left to the discretion of the officials.
- A.2. Merritt Speedway, and Tri-City Motor Speedway (referred to as "facility" from this point forward) is private property. Management reserves the right to refuse entry to any individual(s) and/or vehicle(s) onto the property and further reserves the right to eject any individual(s) and/or vehicle(s) from the premises at any time, if in their discretion, determines their presence or conduct is not in the best interest of the Facility.
- A.3. The decision of track officials is final.
- A.4. All discussions with officials shall be conducted in a professional manner, the race director will be available at the noted location after the races for 15 minutes each race night. (Drivers/Car Owners only, no crew unless directly involved)
- A.5. Drivers are responsible for the conduct and actions of all crew members (this includes spouses, parents, other relatives, and significant others).
- A.6. Unsportsmanlike conduct, fighting, or harassing officials may result in disqualification and/or suspension.
- A.7. All drivers and crew will conduct themselves in a professional manner.
- A.8. Any person found working in your pit area that does not have a paid pit pass band from that day will automatically disqualify you and your car from that night's competition, and potential additional suspension.
- A.9. Parking assignments may change depending on the event (Includes Paid stalls).
- A.10. Punishment for deviating from the rules is at the discretion of track officials, but may include docking of points, docking of laps, docking starting positions, docking of prize money, being placed at the back of the field, loading your car for the night, suspension and more.
- A.11. The facility reserves the right to deduct from your prize money any fees owed to the track for Raceceiver, Transponder or other safety systems, pit stalls, etc.
- A.12. Division and other track issued decals MUST be displayed behind front tires. If stickers are not in place before all qualifying/racing events, you will not be eligible to receive points or money.
- A.13. All earned point money is paid to the entity identified on the Annual Registration, W -9 or W-8BEN form.
- A.14. Disqualification and/or suspension will result for the following unsportsmanlike behavior:
- A.14.1. Any driver recklessly driving his/her racecar or any other motor vehicle through the pit area or parking lot(s), which can endanger the lives of other drivers, crew members, fans, or facility staff.
- A.14.2. Driver or crew member going into other driver's pit area.
- A.14.3. Fighting or assault.
- A.14.4. Any driver threatening or touching an official or facility staff member.
- A.14.5. Any driver stopping on the track and throwing a tantrum or holding up the show.
- A.14.6. Any driver that takes his or her helmet off while on the race track during an event.
- A.14.7. Any driver or crew member using profanity or obscene gestures at flagman or any official.
- A.14.8. Any driver that intentionally makes contact with another car following the finish of a race or during a caution period. Any contact while green that is deemed intentional. All subject to discretion of race director/owner.
- A.14.9. Any driver that exits their racecar on the racing surface or directly off it, unless your vehicle is suspected to be on fire, directed to do so by the race director, or with permission from safety personnel. Once permitted to exit you must remain as close to your car as safely possible and assist the wrecker crew with getting your car back to the pit area. Minimum 2 week suspension for first violation plus disqualification for current event.
- A.14.10. Any other unprofessional or unsportsmanlike conduct not covered in this section.
- A.14.11. Any driver, crew, car owner, or other representative of a participant that posts online or on social media in a derogative or otherwise not positive manner will be subject to 2 week suspension and possibly more.

- A.15. IMPORTANT - Participants are not employees of the facility but are independent contractors and assume all responsibility for all charges, premiums and taxes payable on any funds they may receive as a result of their participation in any events as drivers. Participants will be required to be licensed by the facility in order to compete. All licensed drivers must read and understand the licensing agreement.
- A.16. Drivers or car owners will be paid all monies and must furnish the facility with their valid Social Security Number or tax id number if paying a business. Failure to do so, or furnishing false Social Security Number/EIN, may result in not being paid, a fine and/or suspension.
- A.17. Personal quads or golf carts are for fuel and tires only. Must have car # and name clearly displayed. This is a privilege and will be revoked if deemed necessary. At no other times is there to be any personal quads or golfcarts driven, at any time, on any part of property. All pit vehicles must stay behind safety fences off and away from the track surface once the first green flag drops for the race night.
- A.18. There is a 10 mph speed limit in the pit area at all times.
- A.19. If proof of driving ability of any applicant is deemed necessary, tests shall be conducted at the discretion of track officials and their decision shall be binding on the applicant. When it is deemed necessary, officials may insist on a physical examination of any driver.
- A.20. Drivers under 18 years of age are required to submit to the facility a NOTARIZED parental consent form - signed by parents or legal guardians, - a copy of birth certificate and a resume, prior to competition.
- A.21. Gloves – All drivers must wear fire rated racing gloves. No exceptions.
- A.22. Track officials shall have responsibility for rules and regulation enforcement at race events. At discretion of track official(s) in charge, any competitor may be disqualified for rule violations, hazardous equipment or hazardous actions. All disputes developing as a result of rules must be settled at the track.
- A.23. All cars racing at the facility for prize money will be required to register for the season. Registration fees for each class will vary. Drivers can pre-register online and pay the yearly registration fee. If a driver does not pay online the registration fee will be deducted out of the driver's payout. Individual special event registration will go towards that event's purse. Special event registrations must be paid before the event or when the driver checks in for the event.
- A.24. No driver or crew member may enter the racing area until he/she has completed all releases, registrations and/or entry forms. No person will be allowed to sign release and waiver sheets for anyone other than themselves.
- A.25. Drivers choosing to race two classes in one night will be required to pay a nightly fee of \$100 for each additional class.
- A.26. Consumption of alcoholic beverage by driver, driver associate or his/her crew in advance of racing program, or while in pit area during racing program is strictly forbidden. Any driver, driver associate or crew member showing evidence of alcohol consumption will be required to leave the premises immediately and may be subject to an indefinite suspension. Use of illegal drugs at any time shall be cause for immediate, indefinite suspension.
- A.27. The facility is private property and medical cards for marijuana are not valid at the facility. You and/or your crew may not use marijuana or any other controlled substances at the facility. Any misuse of prescription drugs will not be allowed on facility property. If someone seems to be affected by any sort of drug, they may not be allowed on facility property. The evidence of drug use or abuse will result in leaving facility premises immediately and may be subject to an indefinite suspension.
- A.28. The driver is qualified and receives points, not the race car. Driver must compete in the race car they started the night with. No changing of race cars during the race night after the first competition event has begun for the driver's class. Any driver allowing another driver to use his/her race car, or any driver changing cars forfeits any points and money earned in that event.
- A.29. No driver, crew member or associate of a driver shall participate in any fight on the premises, or take part or participate in any action or activity considered detrimental to the facility. These actions may result in suspension.
- A.30. Driver is sole spokesman for car owner and pit crew in any and all matters pertaining to the race and only the driver shall take part in any arbitration with the officials.
- A.31. Driver is responsible for the conduct and actions of their crew members and/or associates. Unsportsmanlike conduct by drivers, owners, pit crews and/or associates shall be grounds for disqualification and/or punitive action by the facility .
- A.32. The facility reserves the right to inspect any race car at any time. They further reserve the right to disqualify any driver and race car from competition and confiscate any and all non-conforming parts. It is the responsibility of the driver and crew to disassemble race car for inspection when requested to do so. Refusal to comply will result in disqualification and forfeiture of prize money and points and may be subject to fine and/or suspension.

- A.33. Any IMCA car, under protest or claim at the facility, taken from premises without first clearing with official in charge will subject car and driver to disqualification and forfeiture of prize money and points accumulated for the entire season.
- A.34. Any driver or race car under suspension may not participate in any event.
- A.35. All drivers, car owners and mechanics assume full responsibility for any and all injuries sustained including death and property damage, at any time they are on the premises, or in route to or from the premises.
- A.36. If you are bringing your dog into the pit area, you must follow the dog rules. The dog must stay on a leash and inside the trailer or hauler unless taking it to and from the dog run.
- A.37. Window nets are mandatory for all drivers unless otherwise specified by racing sanctions.
- A.38. All race vehicles are required to have an aluminum racing seat with appropriate 5-point harness.
- A.39. Added racing weight is required to be painted white and designated with appropriate car number.
- A.40. All drivers required to have a 2010 or newer, SA2010 rated and approved racing helmet.
- A.41. Fuel additives are not permitted. Drivers using fuel additives are subject to DQ and/or suspension.
- A.42. All vehicles must scale before qualifying unless directed by the race director to do otherwise.
- A.43. Top 5 in heats and features must go to the scales. All divisions, every race, no exceptions. Failing to scale and pulling into the pits will result in a last place scoring for the event.
- A.44. All vehicles must qualify with their group, in order, no exceptions. If a transponder fails, driver has until the end of their groups' qualifying to replace and be in the make ready shoot. Driver will receive one lap for qualifying, the same goes for a mechanical issue with the car.
- A.45. Claims – Promoter reserves right to make, review, halt, or allow all claims made under the claim rules.
- A.46. It is the driver's responsibility to ensure that occupied pit spot and/or racing hauler has a working, and up to date, fire extinguisher readily available in case of fire emergency. Refer to sanction rulebook regarding fire extinguisher requirements inside of vehicles.
- A.47. Top 12 in each class will be eligible for award at the annual awards banquet.
- B. Protests**
- B.1. Protest must be in writing and filed with promoter within 15 minutes after feature race is completed and must be specific in alleged violation to determine whether protest is allowed or rejected.
- B.2. No protest of any type will be allowed after prize money has been paid. Only one item may be of protest per event. Drivers may not protest more than one car per event, another driver finishing in a position behind them, and may not protest same driver more than once per calendar year.
- B.3. There is not a fee to bring an error in points or procedures to facility attention. This must be done within 2 race nights following the night that had the error or the error will remain.
- B.4. All protests will be handled at track level and must be accompanied with a \$150 cash deposit. \$50 of the deposit goes to the track and will not be refunded, regardless of the outcome of the protest. If item being protested is found legal, \$100 of deposit will be forfeited to the car being protested. If item is found illegal, \$100 deposit will be refunded to protester.
- B.5. The party against whom a protest is made has a right to know the charge and have a written copy thereof so that they may adequately defend themselves against any action.
- C. Automatic Penalties**
- C.1. Electronic traction control device: Automatic disqualification and \$10,000 fine and may be barred from all MSPA tracks. If driver is found with an electronic traction control device at any point during an event, driver loses all points in all divisions and is suspended until fine is paid. Device may be confiscated and retained by the facility.
- C.2. The facility reserves right to test competitor's fuel. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine - first offense. Disqualification, no points and no pay for the night, loss of points for the year, 2 week suspension and \$1,000 fine - second offense.
- C.3. WARNING – Ethanol Blended fuel may not pass fuel tests.
- C.4. Use of **non-stamped or softened tires** in any division will result in a disqualification. Disqualification, no points and no pay for the night and \$250 fine - first offense. Disqualification, no points and no pay for \ the night, loss of points for the year, 2 week suspension and \$250 fine- second offense.
- C.5. Fighting and/or physical assault: Penalties including fines, suspensions and points penalties to be at discretion of facility Promoter and officials. Penalties may be based on severity of incident. Applies to driver and or all crew

members, family and/or associates. Minimum penalty is disqualification, no points and no pay for the night and 2 week suspension.

- C.6. Unsportsmanlike conduct and/or verbal assault: Penalties including fines, suspensions and points penalties to be at discretion of facility Promoter and officials. Penalties may be based on severity of incident. Minimum penalty is disqualification, no points and no pay for the night.
- C.7. Intentional rough driving: Penalties including fines, suspensions and points penalties to be at discretion of the facility and officials. Penalties may be based on severity of incident. Minimum disqualification, no points and no pay for the night- first offense. Minimum disqualification, no points and no pay for the night and 2 week suspension - second offense.
- C.8. Physical assault of a track official, or promoter: Penalties including fines, suspensions and points penalties to be at discretion of facility Promoter and officials. Penalties may be based on severity of incident. Minimum disqualification, no points and no pay for the night and indefinite suspension.
- C.9. If your raceceiver is not working: you will be asked to leave the track and may be scored as last place with points and pay - if leave track when asked to do so. Minimum disqualification, no points and possibly no pay for the night - if you hold up the show and do not leave the track when asked to do so.
- C.10. Repeated violations of rules may result in permanent suspension.
- C.11. Any fines occurred by the driver, crew or associates must be paid in full by cash or money order before that driver/ car is allowed to compete again.
- C.12. If antifreeze is found in any car on the track, that car will be disqualified and receive no points and no pay for the night.
- C.13. All suspensions/violations may result in suspensions of all MSPA tracks.
- D. Race Procedures
 - D.1. The number of cars starting a race is determined by the track officials and depends on the type of event and condition of track.
 - D.2. Race car must display number. It must be clearly visible, on sides, top, front and back of car. No holographic or reflective numbers are to be used.
 - D.3. Any driver not ready to compete when called will be sent to rear of starting line-up. Once a race takes the first green flag, the race is started and the field is complete. If you don't make the start, you don't race.
 - D.4. Once a race is started on a preliminary line-up lap, disposition of cars not in position shall be at discretion of officials. If you need a push start you will start that race to the rear.
 - D.5. **No driver shall exit their vehicle during racing activity unless vehicle is on fire or directly instructed to by a race official. No driver shall leave their vehicle until it is COMPLETELY pitted. Failure to adhere may result in DQ, forfeit of pay, and/or suspension.**
 - D.6. No person shall be allowed on track during a race except officials.
 - D.7. Hot Pits: Work to any race cars during their race (changing tires, checking spark plug wires, repairing raceceiver, ect.) must be done in the Hot Pit Area. Any car driving into the pits or doing work to their car outside the Hot Pit area will not be allowed to return to the track. If you do return to the track after taking the car outside the Hot Pit area, you will forfeit prize money. Any car rejoining the race after have entering the Hot Pit area will be allowed to rejoin race at the rear of the field, you may only rejoin the race during a caution. Hot Pit area will be defined at the drivers meeting.
 - D.8. Cars that are in danger of being lapped by the leader may be show the Blue flag with an Orange stripe. Race Leaders, racing with lapped cars is part of racing. Lapped cars more than 2 laps down will be warned with the black flag if they are racing cars on the lead lap. If lapped cars more than 2 laps down continue to race cars on lead lap, after being warned, they will be sent to the pits.
 - D.9. During any heat or preliminary race (heat, pursuit, 4-car dash, etc.) if a car brings out or causes a caution it will go to the pit area. During an A or B-Main race a car may only bring out 2 cautions. Once the first caution is brought out, the car will go the tail of its lap for the restart. If a race car brings out a second caution during that race, it will be directed to the pits. Cars will only be allowed to bring out a total of 3 cautions during a race night, once a car causes the third caution for the night, the car will be directed to the pits for the remainder of the night. **Race Director makes the decision if and what car is the caution car.**

- D.10. A car that brings out a caution on any start / restart will be sent to the tail of the field on the restart. That caution will not count against the cautions allowed for that race on the first time. Each additional caution, even if it is on a restart, will count against that car for the allowed cautions for each race.
- D.11. A car that intentionally brings out a caution will be send directly to the pits.
- D.12. No driver, car owner, pit crew, or mechanic, may use starter's flags, signal sticks, lights, sign boards, cell phones, radios, other electronic devices, etc. for purpose of signaling competitors. Use of these devices will result in last place qualification (last place points and pay). Spectators, crew members, and fans, must stay off of the safety fence. Any person that crosses, or climbs the safety fence line during racing activity is subject to removal from facility and/or associated driver disqualification. Unless specified differently by a series or sanction the aforementioned signaling rules apply for **ALL** divisions.
- D.13. A race may be stopped at discretion of officials at any time, if considered dangerous to continue, but only officials have the right to stop a race. All races will be timed based on the type of race and number of laps. The clock will run from the first green flag and during all green and caution laps. The clock will stop during red flags for safety. Standard race time is one minute per lap. If the time runs out, the drivers will be notified over the Raceceiver and the next caution flag or the checkered flag (whichever comes first) will end the race. The race will go back to the last completed lap if it is ended on a caution with the caution car(s) going to the rear of the field.
- D.14. If the caution flag comes out when the checkered flag is out, the race will go back to the last completed lap with the caution car(s) going to the rear of the field.
- D.15. Raceceiver's are mandatory at all times on the track. You must be able to clearly hear the track officials and respond to their requests. Failure to do so will result in being sent off the track. Failure to leave the track will result in no points or pay for the night.
- D.16. Top 5 finishers, in all races, must go directly over the scales. Any car that goes to a pit stall before going to the scales will be disqualified. If driver is not sure if they are in the top five, facility officials suggests that driver goes to the scales and get weighed.
- D.17. If driver does not report to pre-race or post-race inspection, those drivers not reporting to the inspection area may be disqualified and given last place points. Tech area is for the driver and/or car owner only.
- D.18. No race is official until officials make declaration of final scoring of positions.
- D.19. No race car is to receive assistance after white flag is displayed and all finishes must be made under car's own power or momentum.
- D.20. Transponders must be mounted on the **right side and the back of rear axle** and in an orange transponder pouch. If your transponder falls off you may not be scored and you will be responsible for replacing the transponder. Any racer caught trying to modify or deliberately changing location of transponder will be disqualified.
- D.21. Drivers may only use yellow (rechargeable) or orange(direct wire) Westhold transponders. Mini Wedges must use Red G3 Kart Westhold transponders. Blue, or Green transponders are not allowed and will not be scored.
- D.22. All cars in line-up and tech area must be "race ready". Car covers of any kind are not permitted outside your pit area.
- D.23. Any car that flips/rolls over will not be able to continue in that race or in any other event for the remainder of the night unless specifically cleared by 2 tech officials. The driver must be checked out by medical personnel.
- D.24. If a car is disqualified with no points/ pay, the positions behind that car may not move up.
- D.25. A car must attempt to start a race to receive start money. If a car makes it from the line-up and one revolution around the track during the parade lap it will be considered starting a race. Any registered cars who cannot start a race will receive tow money. Any car taking advantage of this rule will receive no money for the night.
- D.26. Once half or more than half of a race is completed, and the race has to be cancelled due to weather or unforeseen circumstances, the race is complete. Cars must still report to claim, scales and tech in this instance. If less than half of a race is completed, the race will be re-ran from a complete restart on the rescheduled date. EX: In a 20 lap race, once the 10th lap is complete (all of the cars cross the start/finish line), the race is complete.

E. Merritt Speedway | Tri-City Motor Speedway Points

E.1. Heat Races

- E.1.1. 1st – 5
- E.1.2. 2nd – 4
- E.1.3. 3rd – 3
- E.1.4. 4th – 2

E.1.5. 5th – 1

E.1.6. All starters get a minimum of 1 point.

E.2. Features

E.2.1. 1st – 25

E.2.2. 2nd – 22

E.2.3. 3rd – 21

E.2.4. 4th – 20

E.2.5. Down 1 each position to 10 point minimum.

E.2.6. Non-Transfer (LCQ) cars get 8 points

E.2.7. No points for qualifying or fast car dashes.

F. Claim Refusal

F.1. Refusal to sell any claimable item forfeits all cash, trophies and contingencies for feature and all IMCA points in all claim divisions for calendar year.

F.2. Any driver refusing a claim, when claimed within rules, loses right to claim any other driver for 12 calendar months from reinstatement date.

F.3. First refusal will also result in driver being suspended for 30 calendar days from facility events in all claim divisions from refusal date and until proper cash fine is paid to the facility. Second refusal will result in driver being suspended from the facility events for one year from refusal date and until \$5,000 cash fine is paid to the facility. Third refusal is permanent suspension from the facility. In any refusal the driver will lose all season points and may not be able to compete in that class ever again (see class rules for details).

F.4. Engine refusal fine – \$2,000. Refusal fine must be paid before racing in any class at the facility in the future.

F.5. All fines must be a cash or money order and be received by the facility prior to driver returning to competition. Track may also suspend car for duration of penalty.

F.6. Regardless of claim outcome, claim is charged to claiming driver in case of a refusal. (Exception is: in case of sabotage).

G. Shock Claim Procedures: The facility promotor reserves the right to the following

G.1. Invoking a penalty for shock claim refusal of \$1,000 and 30-day suspension.

G.2. IMCA Modifieds, Factory Stock and Pro Stock - Promoter can claim any shock for \$100 from any driver's car. One or all shocks may be claimed.

H. IMCA Crate Engine Procedures

H.1. Must use unaltered GM crate engine with authentic GM seal bolts – NO EXCEPTIONS.

H.2. In addition to authentic GM seal bolts, all GM 604 crate engines must have IMCA Cable-Loks.

H.3. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks will result in disqualification, loss of all IMCA points for the season, \$5,000 fine and a 30-day suspension from all IMCA sanctioned events.

H.4. GM seal bolt exception is IMCA approved and issued Cable-Lok repair system.

H.5. No repairs allowed for non-licensed drivers.

H.6. No repairs allowed for any drivers that have been penalized for tampering or illegal parts on crate.

H.7. Crate can be repaired once per year/per member only.

H.8. \$250 fine for any crate engine not using required pushrods, valve springs or rocker arms. \$250 fine for utilizing altered rev-limiter components.

H.9. Oil pan may be replaced by IMCA certified repair center with the corresponding Champ or Kevko replacement oil pan and pick-up. See divisional rules for approved part numbers.

H.10. Any driver using crate engine cannot claim engine nor have engine claimed. During same season, no driver is allowed to claim an engine after competing with a crate. If a driver switches to a crate after claiming an engine, the crate engine is then claimable.

I. Safety Equipment

I.1. Rules apply at all times car is on track. Snell-rated SA2010 or newer helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Competitors under the age 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. (Unless otherwise stated in sanction rules) Minimum three inch

(two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Any safety equipment physically or visibly worn or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

UMP DIRTcar Late Models

The 2023 DIRTcar Late Models Rules & Specifications will be in effect, in addition to the below items;

- A. Tires approved are the Hoosier NLMT2, NLMT3, NLMT4
 - A.1. NLMT2 will be an option on Left Front of the car only.
 - A.2. NLMT3 can be used on any corner of the car.
 - A.3. NLMT4 may be used on the Right Rear only.
 - A.4. LM20, LM30, LM40 will have a burn off period ending on June 15th, 2023.
 - A.4.1. LM20 option Left Front only, LM40 Right Rear only, LM30 any corner of the car.
 - A.5. Tire inspection can be preformed by Track Officials and/or DIRTcar Officials at any time throughout the event day including but not limited to; on the grid, in the designated inspection area, post-race inspection or in an individual team's pit stall.
- B. DIRTcar UMP Rules governing chemical alterations of tires are in effect.
 - B.1. No use of chemical tire cleaners such as Simple Green or similar products. Use of this or similar product will result in a disqualification for that event and possibly future events.
- C. MSD is the only ignition box that is allowed to be used, it is the team's responsibility to have a spare available. The MSD box in use must also meet the DIRTcar UMP Rules.

Pro Stocks

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The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

1. SAFETY EQUIPMENT

Rules apply at all times car is on track. An operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each racecar and tow vehicles. Extinguisher must be mounted in a quick release bracket. DUCT TAPE AND/OR ZIP TIES ARE NOT AN ACCEPTABLE MOUNTING DEVICE.

Rules apply at all times car is on track. Snell-rated SA2010 or SA2015 helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.* SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. **Competitors under the age 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones.** Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than two years old.* Any safety equipment physically or visibly wore or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

2. APPEARANCE

3. BATTERY / STARTER

Battery 12V or 16V may be located anywhere outside the driver's compartment. It must arrive at the track fully charged. The battery must be securely mounted with positive fasteners and brackets. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount. Starters must be in working order. All cars must start under their own power in the staging area or the will report to the rear of the event.

A clearly labeled Battery ON/OFF 'KILL' switch must be to the right of the driver and within drivers reach. This is for the Safety Crew to be able to kill power to everything

4. GLASS

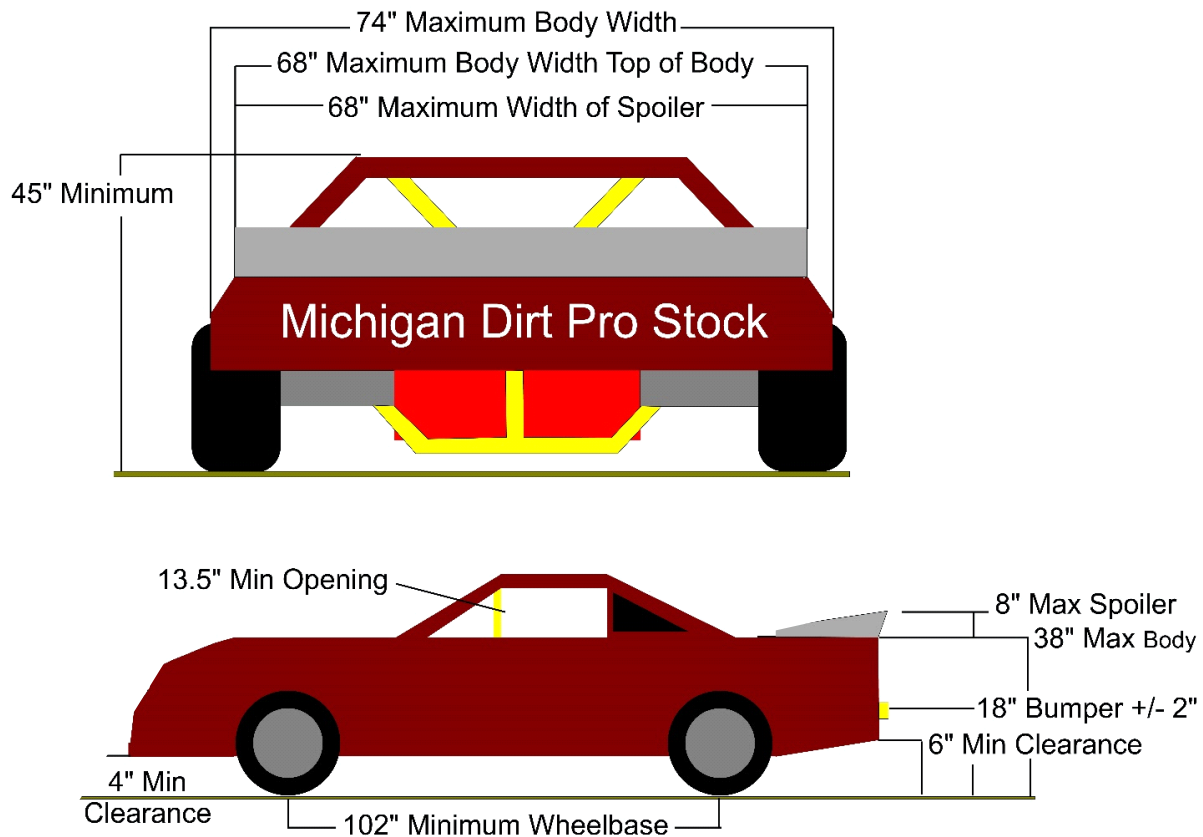
A minimum of three windshield bars in front of driver are required. **NO MIRRORS ALLOWED.**

5. HOODS

Hoods must be securely fastened, subject to track inspection. An air cleaner and fire arrestor are mandatory.

6. BODY

No steel body. All fenders, doors and quarter panels must be aluminum. No reinforcing of Aluminum body panels by layering another fender or door underneath. See Diagram below.



- Nose piece rules relaxed for the 2022 racing season in effort to increase creativity and interest in the class
- Nose - Maximum 46.5" from center of front hub
- Maximum nose and fender flare width 82". Must be able to see the tires by looking down the side of the car or really close to seeing the front tires.
- After market bodies are allowed.
- Once piece body only
- Spoilers max width is 68". Spoilers max height is 8". 8" total material, including top lip.
- Spoiler braces Maximum: 18" long, 4.5" tall in front and 8" tall in rear.
- No side windows or air deflectors allowed.
- Opera windows, both open or both solid
- Maximum overall body width is 74". Max body width at top (Deck and Interior) is 68".
- All body sides from nose to tail on cars will have a visible bow outward and MUST have a break in bodyline.
- Minimum roof height – 45", maximum deck height – 38".
- All roofs must be stock appearing and from 41" - 45" long front-to-rear and 48" - 54" wide side-to-side.
- No partial roofs, no tilted roofs, no dished-out roofs.
- No wings attached to roof or to side posts.
- No built-in fiberglass air dams.
- All roof posts must meet outside of car.

- Front roof supports to be 2"x24".
- Side vents on front roof post can extend back no further than 16" bottom, then straight up to roof for an L-configuration. Side vents must meet outside of car.
- Rear roof post supports must meet outside of car on a flat straight line and be stock appearing. Top length max 24". Bottom length is 36" maximum. Rear sail panels must both be solid or open, not one of each. Sail panel and spoiler support cannot connect, must be a gap.
- Front & Rear bumpers not to be wider than body, but must fill area inside panels, tolerance, 2" each side.
- All Pro Stock cars MUST have a rear panel 8" minimum down from deck lid, complete side to side, at 90-degree angle. Must be solid. May have up to a 6" fuel filler door.
- Rear bumper cannot extend more than 8" behind body.
- Bumper heights must be 18" + or - 2" from ground.
- All structural tubing must remain inside body.
- Driver must be able to exit from both sides of car with helmet on.
- Interior of car must be 13 ½" below roll cage minimum and all area of roof, from front window to behind driver's seat. No area of the interior of cockpit can be less than 13 ½" below the roof and roll cage for safety. Easy exiting of car from either side. Windows must have 13 ½" of clearance straight up and down. No support bars blocking right exit from cockpit allowed.

7. ENGINE

Stock American engine. No LS Engines, No cubic inch limit. The forward most spark plug hole may not be set back any further than a perpendicular line with the center of the upper ball joints for each manufacturer. Roller tip and full roller rockers allowed. **No roller camshafts.** NO ALUMINUM HEADS OR BLOCKS. NO EXTERNAL OIL PUMPS.

8. EXHAUST

Mufflers are MANDATORY .100-DECIBEL LIMIT. MUST BE AT THE END OF EXHAUST, must be unaltered muffler, may be added to your current system. NO turndowns. Mufflers must be welded securely in place. Loss of muffler may result in disqualification. Exhaust may not exit through body panels or door.

Headers are allowed. Headers may go over the top of transmission. No 180-degree headers, No Iron Lung Headers and No Tri-Y Headers.

9. IGNITION

Distributor must be stock appearing and accept stock distributor cap. No aftermarket dual point ignition or magnetos allowed. No crank fire ignitions. No adjustable ignition control devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. Only stock manufacturer bolt on type parts allowed. Example: MSD or Accel replacement coils or modules allowed providing it fits in stock location. You are allowed ONE Unaltered 12 Volt Ignition System. Ignition must be out of reach of driver and be accessible for tech inspection all ignition wires must be visible for inspection. One box, One Coil, and One Single Point Distributor. Only Ignition Boxes Allowed Are: MSD 6A p/n 6401, MSD 6ALN p/n 6430, Crane HI-6N Oval track Ignition, p/n 6000-6410, Accel 300+ Ignition w/rev limiter p/n 49300. MSD E-Curve Distributor is not allowed. HEI distributor is allowed. No electronic traction control devices.

10. CARBURETOR

ONLY 1 Holly #4412--2 bbl (500 not 750) carburetor will be allowed. Holley - part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Choke horn cannot be removed. Must pass inspection with gauges. Altered carburetors will be CONFISCATED! No transverse mount carburetors allowed. Carburetor must be mounted in conventional manner with float bowl facing forward. Carburetor adapter/spacer allowed, maximum thickness (between carburetor and intake) including gaskets is 1.20 inches.

Edelbrock intakes 2901 or 2912: Carb spacers are not allowed. A maximum gasket of .10 inches is allowed.

Top 10 may have to pull carburetor after every feature. Inspection Gauges will be used.

11. INTAKE

Must have 1 inch minimum inspection hole in intake or pull distributor to view camshaft and lifters.

Cast iron OEM intakes will be permitted. Must have identification numbers visible.

Only the following aftermarket intakes are allowed:

Weiland: X-Celerator Chevy 7547-1, Ford 7515, 7516, Chrysler 7545 **Edelbrock: Torker / Torker II** Chevy 5001, 5061, Ford 5021, 5081, 2760, Chrysler 5076 **Edelbrock: Performer** Chevy 2101, 2116, Ford 2121, 2181, Chrysler 2176

Professional Products: Cyclone Chevy 52001, 52007

Edelbrock: Victor / Victor Jr. Chevy: 2901, 2912, 2972, 2975, 2977; Ford: 2921, 2980, 2981

No welding or modifying of Victor / Victor Jr will be allowed, exception is ½" of port matching will be allowed.

12. FUEL

Racing fuel and e85 is allowed. No alcohol, no methanol, no E98. No performance enhancing or scented additives. Fuel must pass both dielectric and chemical tests. A fuel shut off valve is required on each car. "Fuel Shut Off" securely mounted and easily accessible. The track Inspector has final decision on mounting of shut off valve.

See below page for fuel shut off options:

If running a ball valve: A fuel shut off ball valve is required to be within reach of driver and safety crew and to be mounted with the handle through the deck or firewall not to be mounted inside the cockpit. The valve and handle must be painted bright orange, and clearly labeled with "Fuel Shut Off" securely mounted and easily accessible.

If running an Oberg Valve: An Oberg Fuel Line Safety Valve is required to be installed under body/deck and behind firewalls, in the fuel line and per manufacture instructions; not to be mounted inside the cockpit. The valve must be securely mounted and easily accessible for inspection. Car must be clearly labeled with "Oberg Fuel Valve" composed of a vinyl sticker (1" stroke orange letters with a white 1/2" outline) sticker must contrast from body and graphics to be easily readable. Two stickers will be required; one on the deck where the ball valve would have been mounted and one on the fuel cell or on the trunk lid.

13. FUEL PUMP

Mechanical OEM type push rod fuel pumps only. No electric or belt driven fuel pumps allowed.

14. FUEL CELLS

Fuel cells are mandatory. Tank construction, location and mounting are subject to inspection. A leaking tank is grounds for disqualification. Must have bladder and check valve on fill pipe. Must have canister around tank. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Must have approved loop behind the fuel cell, minimum eight (8) inch clearance. Gas cap MUST be secured to fuel cell by cable, chain or tie strap. **MUST HAVE ROLLOVER VALVE IN VENT TUBE OF FUELCELL.**

15. FIREWALL

The firewall at the front of the cockpit shall be a wall of protection against a fire from the engine compartment. It shall be tightly solid from top to bottom. Not allowing airflow from the engine compartment to the cockpit. Mandatory: 1/8 inch steel or ¼ inch aluminum plate must be used for drivers' floor.

16. ROLL CAGE

Must be Grand National design with upright supports. Must have halo bar. Four door bars are required in the driver's door. Cage construction should be a minimum of 1 ½" OD seamless DOM tubing (.095). Front and rear hoop must match main cage pipe size. No aluminum tubing. The driver's seat must be securely fastened at bottom and back of the roll cage, using seat manufacturers' specifications. Drivers head may not extend above roll cage with helmet on. Must have steel plate 18" x 24" x 1/8" in the driver's door, must have steel plate 6" x 12" x 1/8" behind the seat in front of the trailing arms.

17. FRAME

Any 1968 or newer rear wheel drive American made car is permitted in this class. No station wagons or four-wheel drives. All Pro Stocks will have minimum 102" wheelbase, maximum of one inch difference from right side to left side. All vehicles will be stripped completely of interior, except driver's seat which will be securely fastened to the roll cage, and will be equipped

with a head rest or a high back racing seat and will be subject to local track inspection. The front sub and rear clip may be connected with MINIMUM 2"x2" square tubing or minimum 1 3/4" round tubing.

Must have stock front sub frame or replacement front sub frame.

ONLY TWO REPLACEMENT FRONT SUBS ALLOWED. Howe's part #358-8-01 & Port City # 100-2-205.

18. STEERING

Aluminum steering quickener allowed. No rack and pinion steering. Quick disconnect steering wheel required. Collapsible Steering Shaft Recommended. No Straight Shafts. Must have minimum ONE knuckle in shaft.

19. FRONT SUSPENSION

NO aluminum suspension pieces (Exception is upper A-Arm cross shaft). Rubber, nylon or steel control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. All coil springs must be over 4 1/2" in diameter. Front springs must be mounted in stock location. No sway bars. Stock type mounted; steel or aluminum cross shaft tubular upper control arms are permitted. Lower A-19.25 maximum

SUSPENSION

Bearing and Heim joint uppers are ok.

Arms must be OEM, bolt to OEM frame mounts and be no longer than 19.25 inches from center of ball joint to center of mounting bolt. Screw jacks are allowed. **NO** coil over springs. No 5th coils. No coil over eliminator.

20. REAR SUSPENSION

NO aluminum suspension pieces. No independent rear suspension. Rubber, nylon or steel control arm bushings only, no offset or bearing type. Rear coil springs must be mounted to rear axle on solid mounts. **Springs must be tethered to mount to keep from falling out (Ex: hose clamped or other steel tether).** Each rear coil spring may be mounted in front, on top or behind the axle tube as long as the measurement from the centerline of each spring and the centerline of the axle is between zero inches and five and half inches (5 1/2"). Steel coil over eliminators allowed on rear suspension only (Spring location measurement still applies). Bottom trailing arm can be no longer than 28" center of mounting bolt to center of mounting bolt and must measure within 2" right to left.

All coil springs must be over 4 1/2" in diameter. Screw jacks are allowed. All heim joints must be steel, 3/4" (minimum). **NO** coil over spring-shocks / shock-springs. **NO** torque arms or torque links. Steel or composite rear leaf spring allowed. No 5th coils. No swing arm suspension. All brackets must be welded on rear end. Only 3 type of rear suspension allowed, traditional 3 Link (2 trailing arms, traditional Leaf spring rear suspension and stock 4 link suspension.

21. HUBS & WHEELS

Eight (8) inch maximum, racing wheels and 1 inch racing / safety lug nuts required for all wheels. **NO** Wide 5s allowed. Bead Lock Wheel allowed on Right Rear Only, Magnetic steel wheels only, no plastic or carbon fiber wheels allowed. Maximum overall width shall not exceed 80 inches from outside of tire to outside of tire (Measured at the height of the hub / 14" off the ground).

Aluminum spacers only. OEM style only on hubs and spindles.

22. CLUTCH

No (in and out) boxes, all gears must be clutch operated (with motor running and car in still position, driver must be able to engage car in gear and move forward and backward at time of inspection).

23. TRANSMISSION

Any transmission, manual or automatic. **NO** quick-change transmissions. Must have scatter shield or protective plate 180 degrees around clutch. If L-plate is used, 1/8" steel plate is minimum thickness that will be allowed. Bert or Brinn type transmissions will be allowed, no ball spline. Drive Train must be disengage-able. **NO** direct drive systems.

24. DRIVE SHAFT

Magnetic Steel drive shaft only, must be painted white and have a steel drive shaft loop measuring 1/4" thick by 2 inches wide, located on the forward 1/3 to prevent it from dropping onto the track.

25. REAR AXLE

Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. One piece drive flange only. No torque-dividing differentials. No Gold Tracks. No Lockers. Quick changes allowed, with steel tubes only.

26. BRAKES

Stock four wheel hydraulic brakes. All must be in working condition. Neal type brake pedal assembly permitted. Single piston, steel calipers only. Brake caliper must be unaltered. No shut off valves. No ratchet valves. No Left to Right proportioning allowed. One Front to Rear proportioning device (brake adjuster) allowed. No pinched off brake lines. All Brake lines must be visible.

27. SHOCKS

One shock absorber allowed per wheel. No air coil-over or struts allowed on the front. No Schrader or bladder type valve allowed. Steel racing shocks are allowed on the front and rear. One 90/10 shock allowed, mounted from top of rear end housing to roll cage. No bump stops. No external adjustable shocks. No bulb shocks.

28. TIRES

TBD with the plan of going to the following if supplies allow; Hoosier M-30 or AR245 with Hoosier M-60 required on right rear. You may groove, sipe and/or grind tires. Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Tires will be subject to a durometer test. Your tires must be harder than the baseline determined by track officials. Tires may be inspected at any time.

29. RADIOS

No radios, **EXCEPT MANDATORY RACECEIVERS**, allowed in car, or with any pit member or anyone connected with the racecar.

30. WEIGHT

2,800 lbs minimum. Added weight **MUST** be in plain sight, painted white. **MUST** have the car number painted on it in a contrasting color and must be readable. No cement pellet or liquid style weights. Weights must be securely mounted to the car with the minimum of two ½" bolts and nuts per 50 pounds of weight. Loss of any weights may be grounds for disqualification. No weight on rear bumper or outside body of the car. No weight on the rear end housing.

31. WRECKER HOOKS

MANDATORY – FRONT AND REAR. Chains must be used; cables are not acceptable tow hooks. Chain must be a minimum of 1/4". Tow hook cannot extend in front of car. Both must be easily accessible. If there are no wrecker hooks on the car, it will be pushed, towed, or dragged to the infield until after the racing program is completed.

NEITHER WRECKER CREWS NOR RACETRACK PERSONNEL WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE ANY VEHICLE.

32. Claims

Promoter only shock claim - \$100

Promoter only carburetor claim - \$250

Factory Stocks

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for 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 PUBLICATIONS 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 to a participant, spectator or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

SAFETY EQUIPMENT

Rules apply at all times car is on track. Snell-rated SA2010 or newer helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.* SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. **Competitors under the age 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones.** Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear, collapsible steering shaft.* Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. *Recommended: Safety belts no more than two years old.* Any safety equipment physically or visibly worn or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

FRAME

Any American OEM full body rear wheel drive passenger car, 1968 or newer, OEM full frame or unibody. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Frame rail connecting front and rear sub frames must be stock frame rail. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with minimum 2 inch by 2 inch steel tubing with 0.095 inch wall thickness. Factory seam must remain visible. Frame may be "X" braced. No mixing of frame and / or suspension parts. Engine and Body must match. May use Ford frame with GM engine and body or Chrysler engine and body. May use GM frame with Ford engine and body or Chrysler engine and body. May use Chrysler frame with GM engine and body or Ford engine and body. No Mustang frames. Unibody cars with wheelbases over 108" will be permitted to run. Camaro frames will be allowed. Station wagons not allowed.

ROLL CAGE

Main cage must consist of continuous hoops, minimum 1.5 inch O.D. seamless DOM tubing, with a minimum wall thickness of 0.095, low carbon or mild steel recommended. Front and rear hoop must match main cage pipe size. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame.

Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness.

Front down bars must be tied together; passenger side front down bars may be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window. Minimum one cross bar in top halo.

May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than stock frame horns. Required rear kickers (down bars) and engine hoop must be minimum 1.25 inch OD tubing, with 0.083 inch wall thickness. Fuel cell protection required must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75 inch OD tubing. All bars must be inside body. Foot protection bar required.

DOOR BARS

All door bars and uprights must be minimum 1.50 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side.

Steel door plates, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to frame and from rear down post to five inches in front of seat. Must be visible for inspection.

BODY

Steel bodies only. Unaltered OEM, and centered over wheel wells (front to rear and side to side) Camaro, Firebird, or Mustang bodies are allowed on a full frame chassis. Body and engine make must match. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM or aftermarket plastic nose and tail pieces allowed, must match body, nose pieces that are built with a duckbill are not allowed such as Dominator Camaro SS Nose # DOM330 and the Gen 6 Fivestar Nose. The nose and body must match. All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size. Fiberglass hood, roof and trunk ok, must be stock appearing. All other body must be steel. Roof rake measured with a 6' level may be no more than 2" down from the rear to front of the roof. Hood must be separate from fenders, in OEM location, with rear sealed off from driver compartment with metal. All inner wheel wells may be removed. Rear edge of trunk may be trimmed and rear tail light support removed only if aftermarket tail piece is used. Trunk floor must be removed over rear end housing; entire trunk floor may be removed. All windows must remain open, except opera windows may be covered with clear lexan, no decals. All 'B' pillars may be trimmed to minimum 2 inch width, must remain within OEM location. Maximum seven inch metal sun visor may be added to top of windshield opening. Wheel wells may be trimmed for tire clearance. No spoilers or reflective body panels. Rocker skirt/flare allowed, cannot extend outside tires, minimum 4 inch ground clearance. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of car, and front if possible. No wickers. No flat sides. Opera windows, stock appearing same size, both open or both closed. Maximum deck height of 40 inches. Decks may be flat, steel or aluminum.

DRIVER COMPARTMENT

Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375-inch bolts and follow manufacturers installation and usage guidelines. Seat must remain inside all confines of roll cage. Seat – Angle of seat – 30 inches from center of rear end hosing to rear bottom corner of seat

The entire body and interior must be magnetic steel, the only 2 exceptions are the dash panel and the rear firewall may be filled in with aluminum. Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated firewall, 18 gauge or minimum 0.049-inch thickness. Top of firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Bottom of firewall can be no further back than rear of oval body mount frame hole. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, may be steel or aluminum, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum 8-inch-tall drive shaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver-adjustable devices allowed. No mirrors.

FRONT SUSPENSION

All components and mounts (including center link) must be steel, unaltered OEM, in OEM location and match frame. Rubber, nylon or steel lower A-frame bushings only - no offset or bearing type. No sway bars. Exceptions are: OEM upper A-frame mount may be moved or replaced with aftermarket steel non-adjustable mount matching upper A-frame bolt on design; OEM or OEM replacement ball joints allowed. OEM upper A-frame may be replaced using steel non-adjustable aftermarket upper A-frame. Lower A-Arms must be stock, match frame and not altered.

STEERING

No rack and pinion. All components must be steel, unaltered OEM, in OEM location and match frame. Exceptions are: replacement spindle with Speedway Motors raised cast - part numbers 91034501-L and 91034501-R, OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended). No Straight Steering Shafts Allowed (Must have minimum ONE knuckle in shaft). Quick release required - steering quickener and steering wheel may be aluminum. Steel heim joint allowed on outer tie rods only.

SHOCKS

No bulb shocks allowed. One-piece body shocks only. Shocks must remain unaltered. No bump stops internal or external allowed. One steel nonadjustable unaltered shock per wheel. No coil over, air, or remote reservoir shocks. No Schrader or bladder type valve allowed. No coil over eliminators. Outboard mounted front shocks will be permitted.

SPRINGS

One steel spring per wheel only. All coil springs must be minimum 4.5 inches O.D. and non-progressive. O.D. Front coil springs must be 9.5 inch free height with 0.5 inch tolerance. Rear coil springs must be 11-16 inch free height with 0.5 inch tolerance. Screw jacks will be allowed on the front and rear of car. You may use shims, a screw cup or screw jacks to adjust springs. No composite leaf springs.

REAR SUSPENSION

All components and mounts must be steel, unaltered OEM, in OEM location, and match frame. No independent rear suspension. Rubber, nylon or steel control arm bushings only, no offset or bearing type. Exceptions are: coil springs may be moved, but center line of axle tube can be no further forward than the front of spring, or no further back than rear of spring; shocks may be moved, but must remain similar to stock style mounting and location. Springs must be mounted vertical with a max 5 degree angle. Springs must be tethered to mount to keep from falling out (Ex: hose clamped or other steel tether) Upper and lower control arm mounts on rear end must be level. Maximum of 2 ¾" from the bottom of the axle tube to the center of the lower control arm mounting bolt. Upper control arm mounts on rear end must be level with each other. Lower control arms may be replaced with square tubing replacement and must measure 19.25" center of bolt to center of bolt. Shackles: 3 ½ Inch, center to center MAXIMUM

REAR END

Any steel, approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed. Safety hubs (floater) allowed. No sway/panhard bars. All components must be steel, exceptions are: lowering blocks, axle cap, and drive flange may be aluminum. No adjustable lowering blocks. One inch inspection hole in housing required. Full steel spool, steel mini spool or welded rear end only. Steel axles only. No quick change devices. One piece drive flange only. No torque-dividing differentials. No Gold Tracks. No Lockers. No scalloped ring gears.

BUMPERS/RUB RAILS

Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. **Front and rear tow chains mandatory (must be a minimum of 1/4 chain).** All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. No sharp edges allowed on bumpers, rub rails or bolts. One of two bumper options must be used and must be OEM height:

OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. No bars past outside edge of body other than rub rails.

Aftermarket: Fabricated tubular bumpers allowed, but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5 inch O.D. (maximum two inch) with 0.083 inch (maximum 0.125 inch) wall thickness on front, and 1.75 inch O.D. with 0.120 inch wall thickness on rear.

TIRES/WHEELS

Hoosier M60 or American Racer P245/70D-15 on right rear required. Hoosier M30 or P245/70D-15 with MSPA stamp allowed on other three corners. No altering, chemical softening or conditioning of tires. Tires will be subject to a durometer test. Your tires must be harder than the baseline determined by MICHIGAN DIRT TRACK officials. No re-caps.

Wheel spacer or offset wheel, or a combination of the two allowed. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. Maximum 8 inch wide wheel. Racing wheels and racing / safety 1 inch lug nuts required on all wheels. May use bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Steel bolts only. No Mud plugs or wheel covers in Factory Stock Class. No bleeder valves.

BRAKES

Steel, unaltered OEM, or unaltered OEM replacement, operative four wheel, drum or disc brakes allowed. Front components must match frame and maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. OEM diameter caliper pistons only. Bolt pattern may be changed. Larger studs allowed. Vented rotors only, solid faced rotors only, no scalloped or ceramic coated rotors. Rear rotors may be aftermarket 0.810 inch thick (new). No floating brakes. No brake shut-off, no ratchet valves, no pressure sensitive devices. No left to right proportioning allowed. No pinched off brake lines. Brake lines must be visible. Aftermarket pedal assembly allowed. Front to rear brake adjuster allowed. Brake rotors must be vented as cast – no solids.

EXHAUST

May run stock exhaust manifolds or round tube headers only. All primary header tubes must enter directly into one collector at same point at end of header. Must remain dual exhaust, no crossover or "Y" pipes. No exhaust through body panels or

fenders. No merge collectors. No exhaust sensors. Must point away from track and driver. Holes in exhaust pipe will not be allowed, no drilling of pipe and connections must be tight and leak free.

The following are your 2 Exhaust/Muffler Options:

1. Muffler mounted at the END of EACH exhaust pipe system. REQUIRED.
2. 24" of 2" OD exhaust pipe.

FUEL SYSTEM

Mechanical OEM type push rod fuel pumps only. Racing fuel cell required, must be in minimum 20 gauge steel container. Must be securely fastened in trunk above top of rear frame rails, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts.

Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel cell cap must be secured to fuel cell by cable, chain, or tie strap. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter only, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner duct work. **MUST HAVE ROLLOVER VALVE IN VENT TUBE OF FUEL CELL. Fuel shut off ball valve is required (See rule 19 for shut off valve mounting details).**

CARBURETOR

Stock 2 barrel carburetor allowed, must match make and manufacturer of car. Example: Ford-to-Ford, Chevy-to-Chevy, Mopar-to-Mopar. Holly #4412--2 bbl (500 not 750) carburetor will be allowed. Absolutely no alterations or modifications to any carburetor, except for removal of choke plate. Choke horn cannot be removed. Any driver caught with non-4412 - 500 CFM Holley or non-stock 2 barrel carburetor, will be fined \$500 or suspended for two weeks. Float bowl must face forward. No transverse mount carburetors. Carburetor adapter/spacer allowed, maximum thickness (between carburetor and intake) including gaskets is 1.20 inches. **Top 10 may have to pull carburetor after every feature. Inspection Gauges will be used.**

FUEL

Gasoline, e85, and racing fuel is allowed. Alcohol, methanol, or E98 are not. No performance enhancing or scented additives. Fuel must pass both dielectric and chemical tests. A fuel shut off valve is required on each car. "Fuel Shut Off" securely mounted and easily accessible. The Michigan Dirt Track Inspector has final decision on mounting of shut off valve.

Fuel shut off options:

If running a ball valve: A fuel shut off ball valve is required to be within reach of driver and safety crew and to be mounted with the handle through the deck or firewall not to be mounted inside the cockpit. The valve and handle must be painted bright orange, and clearly labeled with "Fuel Shut Off" securely mounted and easily accessible.

If running an Oberg Valve: An Oberg Fuel Line Safety Valve is required to be installed under body/deck and behind firewalls, in the fuel line and per manufacture instructions; not to be mounted inside the cockpit. The valve must be securely mounted and easily accessible for inspection. Car must be clearly labeled with "Oberg Fuel Valve" composed of a vinyl sticker (1" stroke orange letters with a white 1/2" outline) sticker must contrast from body and graphics to be easily readable. Two stickers will be required; one on the deck where the ball valve would have been mounted and one on the fuel cell or on the trunk lid.

BATTERY/STARTER

One 12-volt or 16-volt battery only, must be securely mounted between frame rails. The battery must be securely mounted with positive fasteners and brackets. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Car must leave initial staging area on demand, unaided, or go to rear of that race.

A clearly labeled Battery ON/OFF 'KILL' switch must be to the right of the driver and within driver's reach. This is for the Safety Crew to be able to kill power to everything.

GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices. No timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except analog tach. No adjustable ignition control boxes. Only one OEM 12 volt ignition system allowed, must be out of driver's reach. Ford engines may run HEI

ignition. No additional ignition accessories. No magnetos or crank triggers. No MSD, Accel or Crane (Aftermarket) ignition boxes allowed. OEM type alternator with internal regulator allowed. No electronic traction control devices.

TRANSMISSION / DRIVE SHAFT

Must have at least two forward gears and one reverse, plus neutral position. With motor running and car in still position, must be able to engage car in gear and move forward, then backward. Only OEM production type transmissions allowed - two speed, three speed, four speed and automatic. No five speed (or more) transmissions, no "in and out" boxes, or no quick change devices allowed. Functioning shift levers must be in OEM location. Flywheel / flexplate must be bolted directly to end of crankshaft, and pressure plate must be bolted directly to flywheel / flexplate. One flywheel / flexplate only, and all driveline components within bellhousing must rotate consistent with engine RPM while car is in any gear. Unaltered flexplate must be full OEM, or OEM replacement. Bert/Brinn allowed. NO BALLSPLINE/GEN 2'S ALLOWED.

Manual: Must be OEM or OEM replacement case and have a working clutch inside explosion-proof steel bell housing or scatter shield - minimum 270 degrees around top of clutch/flywheel area. Multi disc racing clutches are permitted.

Automatic: Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof aluminum bellhousing. Original OEM bellhousing must have approved scatter shield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Manual bump starts allowed.

Drive Shaft: Minimum two inch diameter magnetic steel drive shaft must be painted white. Magnetic steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by 2 inch steel, or 1 inch tubing, mounted 6 inches back from front U-joint.

ENGINE COMPARTMENT

The forward most spark plug hole may not be set back any further than a perpendicular line with the center of the upper ball joint for each manufacturer. Aftermarket engine mounts allowed, including mid-plate. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. GM engine with GM body, Ford engine with Ford body, Chrysler engine with Chrysler body. Radiator must be mounted in front of engine. Cooling system may be modified. No antifreeze allowed, water only. Overflow tubes must be directed into overflow tank (one gallon size recommended).

ENGINE SPECIFICATIONS

Any cast iron block allowed (Example – Dart, etc.) Any American make engine allowed. Steel heads, cast iron block, and oil pan only. Castings and fittings cannot be changed, no machine work on outside of engine. No cubic inch limit. Full roller rocker arms allowed. Stud girdles are allowed. Flat tappet cam/lifters only, cannot alter lifter bores. No mushroom lifters. No roller cams. Steel or aluminum water pumps allowed. No electric water pumps allowed. 'Wet' sump oiling system only. Accumulator allowed – cannot be located between seat and door bars.

INTAKE

No altering/modifications will be allowed to intake, no welding, no shaving, etc.

Air gap intakes are not allowed. Inspector has final discretion on all intakes.

Cast iron or aluminum OEM intakes will be permitted. No marine intakes.

Must have 1 inch inspection hole in intake or pull distributor to view camshaft and lifters.

WEIGHT

Minimum limit is **3,000 pounds**, after race with driver in car. No added weight to the rear end housing.

No cement pellet or liquid style weights. No tolerance. No weights and/or loose objects in driver compartment or outside body and must not be visible. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Weights must be attached with at least two 0.5 inch bolts. Cannot have more than 25 pounds of ballast weight per 0.5 inch bolt. Example: 75 pound stack of weights requires three 0.5 inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs.

WRECKER HOOKS MANDATORY FRONT AND REAR

Both must be accessible. If no wrecker hooks are on the car, the car will be pushed, towed, or dragged to the infield until after the racing program is completed. ¼" chains are mandatory.

NEITHER WRECKER CREWS NOR RACETRACK PERSONNEL WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO ANY VEHICLE.

NOTE: Non-Conforming or altered parts may be confiscated. No reflective car numbers.

CLAIMS - Promoter only - engine - \$1500 | Shock - \$100 | Carburetor - \$250

Cyber

This division will be competitive. Officials reserve the right to add weight to any location, in 100 lb. increments. Install air restrictors on the engine, or impose a handicap at any time should any single car or driver dominate.

1. All rubber boots will be removed from your struts for ease of inspection.

Cars

1. All cars will be a 4 or 6 cylinder, Front Wheel Drive or Rear Wheel Drive, with a manual or automatic transmission.
2. Vans, Convertibles, 2 seat coupes, cogsworth engines, super or turbo charged cars will NOT be permitted.
3. Cars with four wheel steering will not be permitted.
4. These vehicles will remain stock, in their original form and shape. No alterations will be made to your cars, unless it is stated that you may do so.

Safety Requirements

Driver

1. Safety rules will be strongly enforced in this class. You will be required to have a full fire suit, a minimum of a 2010 full face Snell SA2005/10 or newer helmet. SA2010, SA2015, or SA2020 are **REQUIRED**.
2. ROLL CAGE- MUST BE SECURELY WELDED TO CHASSIS. Four point cage REQUIRED. Minimum 1.5" O.D. Tubing minimum wall thickness (.095). Loop behind driver. Two horizontal bars minimum on passenger side. Three drivers door bars minimum. 18" x 24" x1/8 plate in driver's door. 1" x 1" square tube OK for rub rails. Ends must be angled and capped. Roll cage must be above driver's head. Optional: One bat from strut tower on each side. One cross bar ahead of the radiator. 1 1/2 tubing max.

Full Containment Seats and HANS Device are strongly recommended. This will be Mandatory in 2024.

Optional: Support bars from the rear roll cage to the rear of the car are permitted. Support bars to front strut towers permitted.

Car

1. Front Hoops may be added for safety as well as keeping the car from bending so easy. 1 3/4" round tubing maximum (no heavy square tubing or channel). You may build your radiator support rather than using the stock core supports. Stock bumpers & all front OEM sheet metal are still required.
2. Three vertical driver protection bars are required in the windshield ahead of the driver.

Gas Tanks & Batteries

1. If the stock gas tank is located ahead of the rear axle, it may remain in place as is (Skid plate is REQUIRED). Double check the gas lines and the tank straps, replace them if they are worn. All stock tanks located behind the rear end must be removed and relocated to the trunk area or replaced with an 8 gallon (or smaller) fuel cell and place it in the forward area of your trunk. These tanks must have a metal frame to hold the tanks in place, and must be strapped in place securely. **All fuel pumps are required to have a Kill Switch for the fuel pump shut off, located in plain sight, in the window opening next to the driver.**
2. All batteries that are mounted inside the driver's compartment must be completely enclosed in an approved battery box with a lid, and mounted securely.

Fuel Cells are highly recommended. This will be mandatory in 2024.

Bodies

Steel body mandatory. May have aftermarket body but must remain stock appearing. Steel firewall and floor pan mandatory. Hoods and truck lids must be secured with hood pins. No enclosing of the driver cockpit from the passenger side door. There is a 4" min ground clearance height for the frame and body. No wings of any type, no cowcatchers. 2" spoiler maximum allowed

for FWD and 4" for RWD. No side widows or air deflectors allowed. Driver must be able to exit both sides of the car with helmet on. Front and rear bumpers must not stick past the body lines.

Steering & Suspension

1. All steering and suspension will remain stock with no modifications front to rear & side to side. You will be allowed to adjust camber on all four corners. Wheelbase may be adjusted. Minimum wheel base on either side may not be less than 91" and Maximum 112".
2. You may have a quick release steering wheel for safety, but will have the complete stock steering assembly.
3. Struts may be taken off for inspection at any time during that day's event.
4. Heim joint suspension components will not be permitted. All suspension components must utilize stock bushings and mounts.
5. Coil overs and adjustable struts will be permitted.
6. No made for racing shocks. One shock per wheel.
7. Spring rubbers and bump stops will be permitted.

Engines & Exhaust

4 Cyl. or V6 engines only. No turbo or superchargers.

1. Stock type electronics only. Only MSD box for mustangs is #6427. No others allowed. No traction control.
2. If necessary in the interest of competition Officials reserves the right to add weight to equalize completion. Stock Engine Control Module (ECM) only for all makes and models. Stand alone Engine Control Unit's (ECU) will not be permitted. Officials reserve the right to inspect any ECM at any time.
3. A stock style exhaust system complete with a **working muffler will be mandatory. 2 ½" in exhaust 12" Exit behind the driver.** – catalytic converter not needed. No exhaust leaks or opening up of the mufflers allowed. **No racing mufflers. Stock or glass pack mufflers only .95 decibels maximum as measured by Officials.**

Wheels and Tires

DOT APPROVED tires with 8" tread maximum. Only DOT APPROVED Hoosiers, American Racers, etc. will be permitted. **RWD permitted a rear only G60 IMCA max tire.** No low profile, trick or exotic tires.

Race wheels on the right side of the car are mandatory. Large racing lug nuts on all wheels. Maximum 8"-inch-wide steel wheels. Shaving, grooving, surface drilling, sipping grinding and needling will be permitted. **Chemical alterations, vulcanizing, tire softening, defacing and/or altering the face of the tire lettering and/or tire stamping will not be permitted. Chemicals or tire softening is not permitted at any time. Tires may be inspected at any time.** Any violations with any tire presented for competition may result in an immediate disqualification from the events and/or other penalties including but not limited to: loss of money, fines, loss of points and/or suspension.

All wheels must be conventional one piece magnetic steel and must be mounted with large lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted. All wheels must be fastened to the hub with 4-5 steel lug nuts.

Weight

All Cars	2400 LBS
Max	3000 LBS

1. All lead will be painted white and will be secured with minimum two(2) ½" bolts & flat washers.
2. All lead mounting will be subject to the tech official's discretion.

Towing Hookups

All cars are required to have a cable or chain to hook up to on the front and rear of the car in the event of needing to tow your car off the track. The track and/or wrecker crew is not responsible for damage to race cars.

Warrior

General

1. It is recommended that each car be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belt restraint system shall be installed in accordance with the directions and application of the system supplier or manufacturer.
2. Seat belt webbing that comes into contact with any sharp or un-radiused metal edge should be protected from that edge by means of push on grip vinyl trim. Seat manufacturers supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
3. It is the responsibility of the driver, not the officials or the promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained, and properly used.

Protective Clothing

1. Each driver should wear a fire-resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
2. Each driver must also wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI 3.3 label.

Safety

1. A 5 pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each race car hauler.
2. Driver must wear approved SA 2010 or newer racing helmet, SFI fire suit, unaltered neck restraint and Nomex gloves
3. Driver's head with helmet on must NOT rise above the roll bars.
4. All cars must have an aluminum racing seat and be fastened to the roll cage.
5. Cable or tie strap must hook gas cap to the fuel cell.
6. Added weight must be painted white clearly labeled with car number. (2) 1/2" bolts bolted through the frame or tubing or ballast clamps (2).
7. Window net MANDATORY!
8. No sharp or protruding edges in or around the driver compartment, which would impede the driver's rapid exit from the car.
9. An electric engine shut off switch is required. The switch must be labeled and within the reach of the driver.
10. Flame retardant seat, roll bar, knee and steering pads or padding are recommended

ROLL CAGE –**MUST BE SECURELY WELDED TO CHASSIS.** Four-point cage REQUIRED. Minimum

1.5" O.D. Tubing minimum wall thickness (.095). Loop behind driver. Two horizontal bars minimum on passenger side. Three driver door bars minimum. 18" x 24" x 1/8" plate in driver's door. 1" x 1" square tube OK for rub rails. Ends must be angled and capped. Roll cage must be above driver's head.

Optional: One bar from strut tower forward on each side. One cross bar ahead of the radiator. 1 ½ tubing max.

Support bars to front strut towers permitted.

Optional: Support bars from the rear roll cage to the rear of the car are permitted.

CAR CONSTRUCTION

1. All added weight must be painted white with car number. (2) 1/2" bolts bolted through the frame and tubing or ballast clamps (2). **No weight may be added forward of the driver's seat.** This means from the back of the seat forward, and over to the center of the car. **NO ADDED BALLAST!** 2,800 lbs minimum. Added weight MUST be in plain sight, painted white. MUST have the car number painted on it in a contrasting color and must be readable. No cement pellet or liquid style weights. Weights must be securely mounted to the car with the minimum of two ½" bolts and nuts per 50 pounds of weight. Loss of any weights may be grounds for disqualification. No weight on rear bumper or outside body of the car. No weight on the rear end housing.

2. Fire extinguisher (with gauge) in reach of the driver, mounted for easy removal. Duct tape or zip ties are not approved mounting devices.
- 3.. Fuel cell. Highly recommended! If original tank is factory located completely in front of the rear axle, it can remain in its position. Stock tanks must be removed if behind rear axle extra straps on a stock tank are recommended. If you are using the original tank with electric pump in the tank, it must have a clearly marked shut - off in reach of the driver. External fuel pump with fuel cell OK.
4. Skid plate under the gas tank is MANDATORY!
5. Stock firewall between engine and driver and fuel tank. Just covering the tank is not allowed.
6. Protective screen or windshield with three bars.
7. Mandatory: Racing seat belts. 3" five-point harness with crotch strap. Must be securely fastened to cage. Belts not be over three years old. Should not be over two years old.

Cars (stock unaltered drivetrain and suspension)

1. Any front wheel drive or RWD or 6-cylinder or 4-cylinder vehicle as supplied by an American manufacturer or foreign vehicle as sold in the USA. No sports cars. No turbos or rotary engines-
2. All glass, headlamps, tail lamps and side lights must be removed. All interior carpets, headliners and extra seats must be removed. Racing shaft and steering wheel is OK.
3. Grilles may be removed and replaced with sheet metal between the hood and bumper. Gravel shields and radiator supports may be removed.
4. Stock suspension for make year and body style of the car. Springs may be heated. Stock struts only. No overloading shocks or adjustable shocks. Wheelbase must be stock/original dimension (1/2" tolerance to allow for caster variation). **No visible rear steer!** All rubber boots will be removed from struts for ease of inspection. No spring spacers or bump stops.
5. Manufactured bumpers only. A round bar behind rear bumper only. Max 2". No fabricated bumpers. No box, channel or angle iron behind bumpers. Radiator protector bar/loop OK. Wrecker hooks, chains or cable mandatory!
6. Doors and trunk must be welded, wired, chained or banded shut. No double plating, reinforcing, excessive welding or added braces to the frame.
7. D.O.T. approved street tires with 8" maximum tread. No shaving of shoulder to meet the 8" width. Grooving is OK. NO SNOW TIRES.
8. Wheels up to 16" permitted. Race wheels on right side only, mandatory on RF if steel wheel is used, 7" maximum width. Max. 3" offset. No wheel spacers. OEM Aluminum wheels o.k.
9. All interior sheet metal must stay stock. You may only make room for roll bar. Burnable material must be removed.
(carpet, door panels, headliner, etc.).
10. No alterations to frame or frame motor mounts. No removing of floor pan. Front clip must remain stock. If damaged beyond repair, it must be replaced with stock clip.
11. All cars must be painted with numbers on both doors and the roof with the driver's name. Numbers must be a minimum of 16" high with contrasting colors.
12. Suspension must remain stock and unaltered. Period! Camber. 4 degrees maximum on RF only. 2 degrees maximum on the other 3 wheels. Tire pressures: 32 lbs. on the right side and 20 lbs. on the left side.
13. Damage sheet metal must be replaced with stock sheet metal including wheel housing trunk, floors, etc. when removed. All exterior body panels are mandatory and mounted in original position. No handmade panels.
14. All cars must maintain a satisfactory appearance throughout the racing season. Please no crashed junk.
- 15. Minimum weight after race is 2300 LBS. for single cam motors – 2500 LBS. for dual cam motors.**

Engines and Transmissions

Any engine with VTEC/ Cam enhancement technology with NOT be allowed in the Warrior class. Period! *Note: Common manufacturer variable cam engines include Honda VTEC, Ford Zetec, Toyota VVT-i & VVTL-i, GM Ecotec, and Mitsubishi MIVEC. Cars with these engines are NOT permitted. This is not a complete list and is ultimately the responsibility of the driver

to make sure their car does not utilize variable cam engines. If you have a question about the legality of your car please contact the speedway and we will be happy to help you research your car.

1. Stock exhaust or stock Tubular manifold only. Exhaust must exit past driver's seat and must not point down. 95 decibels maximum. No exhaust pipe over 2". 2"X24" minimum or 6- cylinder 1 ½ X 24" minimum.
2. Stock intake. No modifications allowed.
3. Advance in distributor may be locked.
4. One stock carburetor only. No 4412 carbs.
5. All parts must remain stock as supplied by the manufacturer. This includes ECM. Subject to claim by track.
6. No interchanging parts from 8 cylinder to 4 or 6 cylinders.
7. Motors are subject to air restrictor to keep all cars competitive.
8. No interchanging parts of one manufacturer to another.
9. Stick or automatic allowed for make of car only.
10. Stock flywheel as supplied by manufacturer only. **No aluminum/lightweight flywheels or racing clutches.**
11. One battery per car in approved battery box.

Claim Rule

For this class to remain affordable and competitive we have a claim rule

Track may claim any car for \$1000.00 cash

- Seat & seat belts do not go with claim.

NOTE: Warrior may not be used in other classes during same event.

NOTE: Remember, this is a low budget/entry level class. We intend to keep it that way. Weight penalties or other may be added to keep the competition as equal as possible.

NOTE: We can use restrictors to equalize the competition. The facility reserves the right to place restrictors in any or all cars to even the competition or add weight in 100 lb. increments to equalize the competition.

NOTE: Dominate competitors, and 2x season champions will be required to move up to the Cyber class. Once a car/competitor moves up to the cyber class they cannot move back down.

NOTE: **WRECKER HOOKS MANDATORY FRONT AND REAR!** Both must be accessible. If no wrecker hooks are on the car, the car will be pushed, towed, or dragged to the infield until after the racing program is completed.

NEITHER THE WRECKER NOR RACETRACK WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE CAR.