



WISCONSIN'S PREMIER 1/3 MILE CLAY RACE TRACK

460 E. County Rd Y
OSHKOSH, WI 54901



2012

OSHKOSH SPEEDZONE RACEWAY RULE BOOK

Official interpretation of these rules is made by Track Officials and is final. Amendments to these rules may be made at any time at the discretion of the Track Officials. Non-compliance may result in not being able to compete, loss of points, loss of monies, fines, and/or suspensions.

RULES DISCLAIMER

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 conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, officials, or others. The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does 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.

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**IMPACT MOTORSPORTS LLC
D.B.A. OSHKOSH SPEEDZONE RACEWAY
PO BOX 3226
OSHKOSH, WI 54903-3226**

DAY OF EVENT, TRACK NUMBER - 1-920-279-9096 / 920-252-1463
Website - www.oshkoshspeedzone.net
Email – oshkoshspeedzone@yahoo.com

REPRESENTATIVES:

Competition Director –

Modified Rep. – Dennis Baldry – 920-203-0296 (Cell)

Grand National Rep. – Jerry Winkler – 920-203-6455 (Cell)

Street Stock Rep. – Louis Reichenberger – 920-426-0523 (Home)

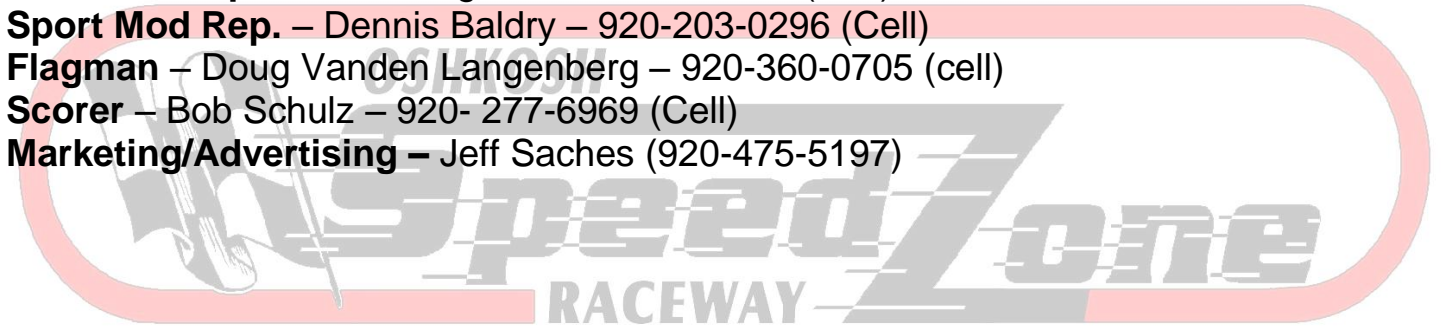
Dirt Devil Rep. – Mike Morgan – 920-427-8373 (Cell)

Sport Mod Rep. – Dennis Baldry – 920-203-0296 (Cell)

Flagman – Doug Vanden Langenberg – 920-360-0705 (cell)

Scorer – Bob Schulz – 920- 277-6969 (Cell)

Marketing/Advertising – Jeff Saches (920-475-5197)



IMPACT MOTORSPORTS LLC – OWNERS

JEFF LEMIESZ – 920-279-9096 (Cell)

LARRY STRATTON – 920-252-1463 (Cell)

REVISIONS/CLARIFICATIONS UNDERLINED

**DIAGRAMS IN THIS BOOKLET ARE FOR REFERENCE ONLY WITH THE
EXCEPTION OF THE MODIFIEDS**

SECTION - 1

2011 OSHKOSH SPEEDZONE RACEWAY OPERATION RULES

1.1 SCHEDULE OF EVENTS

4:00 – Pit gates open.

6:00 – Race car registration deadline for lineups or you will be considered late.

6:00 – Mandatory Drivers Meeting. If not present you will be put in the back of your heat. Roll call may be done.

6:15 – Track Packing if needed – If you do not pack when asked you will start all events in the back row.

6:25 – Opening Ceremonies; National Anthem with parade lap of previous weeks feature winners.

6:30 – Racing starts.

1.2 ANNUAL RELEASE FORM

An annual release form must be filled out prior to admittance to the pit area. Annual release card must be shown prior to admittance to the pit area. If you do not have an annual release form filled out, you will be asked to fill one out and sign the waiver.

1.3 PIT AREA

Anyone under 12 years of age must be accompanied by a parent or guardian to enter the pit area. Anyone under 18 years of age must have an insurance minor release form filled out, signed and on file with Impact Motorsports LLC before admission.

Wrist band must be worn on left wrist at all times. Drivers must purchase and wear a wrist band for each division that they are competing in. If you are caught in pit area without wrist band you will be fined \$50.00 plus suspended from pit area until fine is paid. Racecar driver is the sole spokesman for the car in any and all matters pertaining to an Event, and is responsible for the actions of the pit crew, and owner.

No alcoholic beverages may be opened in the pit area until after the entire program is completed – any violation will result in being ejected from the track, loss of points and/or earnings may also be forfeited.

Proper footwear required in the pit area.

1.3.1 ATV, GOLF CARTS & MOTORCYCLES

ATV's & Golf Carts will be allowed; ATV's and Golf Carts must register with the Speedzone and show proof of insurance. Registration forms will be available online and through Impact Motorsports LLC.

Motorcycles and bicycles are prohibited from the pit area, unless prior arraignments have been made or allowed by touring series.

1.3.2 PIT STALLS

Front row pit stalls can be reserved for \$100 for the season (including specials). Prior rented stalls will be available to previous year's renters until the end of January of the upcoming year then on a first come first paid basis. Any other spot may be reserved (including specials) for \$50. You must supply your own pit stall sign designating your reserved spot.

1.3.3 WASTE PRODUCTS

No dumping petroleum products, anti-freeze, tires, etc. on track premises – any violation may result in fines, loss of points, and/or loss of monies. Any competitor that spills antifreeze, or any non-approved chemical, on the track or in the pit area, will be held responsible for all investigation and clean up costs.

1.4 DRIVERS

Drivers must be at least 14 years of age to drive in the 4 cylinder division.

Drivers must be at least 16 years of age to compete in all other divisions. Drivers younger than 16 wishing to compete in other divisions must be approved by track Officials.

Any driver under 18 years of age must have an insurance minor release form filled out, signed and on file with Impact Motorsports LLC before admission. Drivers must purchase and wear a wrist band for each division in which they are competing.

Drivers are considered independent contractors and assume responsibility for all charges, premiums and taxes, if any, payable on any funds received as a result of participation in any events. Impact Motorsports LLC and sponsors reserve the right to use photos of any driver or their car for promotional purposes.

Drivers must wear full face helmet and seatbelts whenever racecar is on the track. The only exception is during the National Anthem.

1.5 TRACK PACKING

All cars in all divisions are required to assist in packing the track when needed. When a division is called to pack the track, all cars in the pit area must report to the track. Any cars that do not assist in packing the track will start all races in the last row of their race for the entire Event. Alternate vehicles may be used for track packing, but must be registered with the Speedzone. One track packing vehicle per car. Packing vehicle must utilize the same tires as the division and display the car number. Track packing vehicles kept at the track must park in designated area and leave key. **ALL vehicles must be in running order!**

1.6 MUFFLERS

All cars must be equipped with a muffler. Cars cannot exceed a noise level decibel reading of 95 measured at 100 feet from the outside of track. Any car with noise levels that contribute to a violation of the community noise limit: loss of points and money for Event; and/or accumulated points for current year.

1.7 CAR NUMBERS

All numbers will be registered with Impact Motorsports. All numbers must have a letter. The letter must be at least A **6" OR TALLER**. All numbers on the doors must be a minimum of 20" tall and 3" wide. A **6" OR TALLER NUMBER REQUIRED ON FRONT AND BACK OF CAR**. Numbers must be in a contrasting color. No metallic numbers. Numbers must be kept clean and to be between 00 and 99. Failure to meet these requirements you risk the chance of not being scored or allowed to compete. A number is required on the roof, readable from the right side, and must be as large as possible. IT IS THE RESPONSIBILITY OF THE DRIVER TO ENSURE THAT THE SCORERS CAN READ THE CAR NUMBER. IF YOUR CAR NUMBER IS NOT READABLE FROM THE SCORING TOWER, THE CAR WILL NOT BE SCORED UNTIL THE NUMBER IS CORRECTED.

Track Officials reserve the right to assign or restrict the display of graphics and advertising on race cars. Offensive graphics or slogans are not permitted. All Competitors agree to accept Track's decision in this matter.

Where required, participating sponsors emblems, decals, or Track technical stickers, will be placed in the position designated by Track Officials. Cars that do not display all sponsors emblems, or decals, will receive less prize money.

1.8 BALLAST WEIGHT

Ballast weights must be painted white with car number clearly marked on it.

1.8.1 IF WEIGHTS FALL OFF CAR

a) FIRST OFFENSE:

Car will be black flagged for that event, plus a \$1.00 dollar per pound lost fine.

b) SECOND OFFENSE:

Car will be disqualified for that event plus a \$2.00 dollar per pound lost fine.

1.8.2 DRIVE SHAFT

Drive shaft must be painted white and car number on it.

1.9 DIAGRAMS

Diagrams published in this rule book are intended for reference guidelines only unless otherwise noted. The only exception to this rule will be in accordance of the Modified division. The Modified division will continue to follow the rules as written in this rule book.

1.10 DRIVERS MEETING

All drivers, or a representative from each car, must attend the drivers meeting. Attendance may be taken. If the driver, or car representative, is not present, the car will start all events in the rear that the car qualified for. Each car will be exempt from this rule its first night at the track to accommodate newcomers.

1.11 TRANSPONDERS

Transponders are required on all race cars. It is the driver's responsibility to make sure the transponder is in the correct placement and secured. If a transponder falls off during competition, the penalties are as follows:

a) First offense

Heat race - black flag and put in „B" feature.

Feature - black flag and scored in last place with that place points and money

b) Second offense

Heat race and/or feature - black flag and loss of points and money for night.

c) Third offense

Suspension and fine, discretion of track promoter and Track Officials.

If transponder stops working you will be scored until verification of missing or broken transponder is clarified. Practices will be used to test and record transponder locations. IT IS THE RESPONSIBILITY OF THE DRIVER TO ENSURE THAT THE TRANSPONDER IS FUNCTIONING PROPERLY. IF YOUR TRANSPONDER IS NOT FUNCTIONING PROPERLY, THE CAR WILL NOT BE SCORED UNTIL THE PROBLEM IS CORRECTED.

1.11.1 TRANSPONDER LOCATIONS

1.11.1.1 Modifieds, Grand Nationals, Street Stocks and Sport Modifieds must be placed twenty four inches (24"), or more, behind the center line of the rear axle to the forward edge of the transponder, on the right side frame rail.

1.11.1.2 Dirt Devils are to be located in the spare tire well area recommended 12", or more, behind the center line of the rear axle to the forward edge of the transponder.

Note: No metal of any kind can be between transponder and track. Transponder pouch should be placed horizontally with no obstructions between the pouch and the ground. If transponder pouch is mounted to round tube frame components with nylon ties, secure the transponder pouch so that it cannot spin from its horizontal position. This may be done by duct taping the nylon ties to the frame rail.

All transponder locations must have a clear view of track for signal to transmit.

1.12 PIT CLOSING TIME

The pit area will be closed at 12:00 am, (Midnight). Failure to clear the pit area within this period will result in the loss of prize money, and/or points. The amount of prize money, and/or points that will be lost is the decision of the Competition Director, and/or track management, which is final. All drivers are responsible for keeping their pit stalls clean. Track management reserves the option to assess pit stall cleanup costs for failure to keep pit stalls clean and use proper waste disposal containers.

SECTION – 2 SAFETY

2.1 TRACK SAFETY

Racing is an inherently dangerous sport. Each Competitor assumes the risk of injury or death when he/she participates in an Event. Competitors are solely, and directly, responsible for the safety of their race cars and racing equipment. OSHKOSH SPEEDZONE RACEWAY IS NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITORS RACE CAR OR RACING EQUIPMENT. NO EXPRESS, OR IMPLIED, WARRANTY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE, WITH THESE RULES. These rules govern the conduct of an Event, and, by participating, Competitors are deemed to be in compliance with these rules.

2.2 SAFETY EQUIPMENT

A full face, helmet and face shield, Snell-rated SA2000, SFI 31.1/2005, SA2005 or SA2010 required or manufactured build date for no longer than a 10 year time period and MUST be in good condition. Helmet and face shield must be worn at all times car is on the track and must accompany vehicle at time of inspection. Roll bar padding required in driver compartment (*Fire retardant recommended*).

2.2.1 REQUIRED

SFI-approved full fire suit, fire retardant gloves, shoes, driver-side window net, 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.

Seat belt and shoulder harness recommended being date stamped, 2010, 2011 or 2012 and being in good condition. (Y-type shoulder harness prohibited.) Belts must not be frayed. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. Lap and shoulder belts must be approved snap-type release belts at least three (3) inches wide and securely fastened to the frame and or roll cage. A crotch or anti-submarine belt is mandatory, and must be a minimum two (2) inches wide.

2.2.2 RECOMMENDED

Neck brace or head and neck restraint. Right and left seat head supports required if using head restraint system with no neck collar. Fire retardant head sock and underwear; collapsible steering shaft recommended. . IF NO NECK BRACE IS USED A FIRE RETARDANT HEAD SOCK MUST BE USED!

2.3 DISCONNECT SWITCH

A kill switch required within easy reach of driver and must be clearly marked „OFF“ and „ON“.

A second battery disconnect switch, must be mounted behind or next to driver on deck cover and within reach of the safety crew. The disconnect switch must shut off all power to the car and be brightly colored. The battery must be securely installed. The positive terminal must be covered.

2.4 HEAD CLEARANCE

All divisions must adhere to the 2 inch head clearance rule!

Measurements will be taken from top of helmet to top of top roll bar with driver strapped in race ready!

SECTION - 3 PENALTIES

3.1 PROCEDURE

If a Raceway Technical Official observes, or is made aware of, a violation of the Raceway Rules, by a Competitor, Raceway Officials will investigate claim and can impose an appropriate penalty if found to be true.

3.2 EMERGENCY ACTION

If an act by a Competitor is determined by Raceway Officials, Raceway Technical Officials, or persons serving under Raceway direction, to threaten the orderly conduct of an Event, the Raceway Officials can take emergency action against the Competitor. Such action may include: arrest; ejection from the racing premises; suspension from competition; or any other action to remove the threat created by the Competitor. Examples of conduct warranting emergency action include, but are not limited to: consumption of alcoholic beverages in pit area before or during an Event; use of illegal drugs before or during an Event; harassment, verbal abuse, or assault of any Raceway Officials, Raceway Technical Official, or Competitor; fighting; reckless driving; and failure to obey a black flag or directions of a Raceway Official. The emergency action will remain in effect for the period of time determined by the Raceway Officials, except for an ejection which is final and non-appealable.

3.3 PAYMENT of FINES

Fines must be paid to Oshkosh Speedzone Raceway and will be deposited in the current discretionary fund. Failure to pay fines may result in suspension from competition. All unpaid fines may be collected, by Oshkosh Speedzone, by deducting the amount from the purse or point fund. If the Competitor is not a driver, the fine may be deducted from the purse or point fund of the driver with whom the competitor is associated at the time of the violation. Any unpaid fines remaining at the end of the racing season will be carried over to the next racing season and be deducted from the purse or point fund until all monies are collected.

3.4 SCOPE of PENALTIES

Penalties for violation of Raceway Rules are determined by the severity of the violation. Penalties include, but are not limited to: fines; loss of points; loss of purse; disqualification; suspension of driving privileges. Oshkosh Speedzone Raceway will use the following guidelines for determining penalties. **A greater or lesser penalty may be imposed depending on the circumstances.**

3.5 GENERAL

- a) Any Competitor who performs an act or participates in an act deemed by Track Officials as detrimental to auto racing or the Track: a fine determined by Track Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- b) Any Competitor who signs the release sheet for anyone else: ejection.
- c) Any parent or legal guardian that falsifies an insurance waiver for a minor Competitor: ejection of the minor Competitor; and/or suspension of the minor Competitor; and/or loss of points and money for Event; and/or loss of accumulated points for current year; and a fine determined by Track Officials.
- d) Any Competitor who harasses, verbally abuses, or assaults any Track Official, Technical Official, or persons serving under Track direction: ejection; a fine determined by Track Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- e) Any Competitor who participates in fights on the racing premises: ejection; a fine determined by Track Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- f) Any Competitor who, while participating in a Speedzone Event, consumes any alcoholic beverages and/or illegal drugs, or is under the influence of alcohol and/or illegal drugs: a fine determined by Track Officials; ejection & disqualification; and suspension for a period of time determined by Track Officials.
- g) Any Competitor who stops on the track to argue with a Track Official: a fine determined by Track Officials; and/or suspension; and/or loss of points and money for Event; and/or loss of accumulated points for current year.
- h) Any Competitor who fails to correct an unreadable car number: stop scoring of the car until the number is corrected; and/or a fine determined by Track Officials.
- i) Any driver not wearing a full driver's suit and/or gloves and/or other mandated driver safety equipment during an event: "disciplinary" black flag; and/or a fine of \$25.00.
- j) Any Competitor who leaves tires in the pit area or anywhere on the track property: a fine of \$25.00/tire.

3.6 ROUGH DRIVING

- a) Disciplinary black flag, fines, suspensions and loss of points based on severity of incident is at the discretion of track officials.
- b) Intentional use of vehicle in a malicious manner - minimum \$1000 fine and/or suspension is at the discretion of track officials.

3.7 FUEL

Sample may be taken from any car at anytime.

- a) First violation - \$250 fine.
- b) Second violation - 3 event suspension plus the cost of inspection fees. Only completed Events are counted towards suspension.

SECTION - 4

TRACK PROCEDURES

4.1 RACE DECISIONS

All decisions by Oshkosh Speedzone Raceway Officials involving track procedures are final, and non-appealable.

4.2 RAIN OUTS

Raceway Officials will consult with the track owner to determine if the Event will be postponed.

In the event of a rain out prior to the opening of the pit gate, information can be obtained by calling the race track. The track phone number for "Oshkosh Speedzone Raceway" is **(920) 252-1463 / (920) 279-9096**.

In the event of a rain out after the pit gates are open, all qualifying races and B Main races must be completed in order to receive points and purse. Completed races will receive full points and purse. Uncompleted A Main races will receive total points and purse for the race, divided equally among the race cars. Rain out passes, if issued, or wrist bands from the event, are good only for the next two (2) completed events at the track where the rainout occurred.

4.3 WEIGH IN

All drivers are encouraged to weigh their race car, prior to racing. Any race car under the allowable weight is subject to disciplinary action. Penalties will be imposed in accordance with **SECTION 3 - PENALTIES**. Random weight checks may be conducted at any time. Weights will be determined by the track scale, which is considered official. The top five race finishers in all divisions, or as designated, must report to the Claim/Inspection Area immediately after the race. Winners may go into victory lane without penalty then to scaling.

4.4 LINEUPS

It is the driver's responsibility to make sure your car is **REGISTERED AND SIGNED IN** and car number is on the lineup sheet. Failure to do so will result in being placed at the rear of the heat lineups.

All cars must be lined up in the staging area in the proper position, when the front row cars begin to move out of the staging area. Cars entering the staging area or race field after the front row cars begin to move must start the race at the rear in the order they join the field. Exceptions will be made for drivers competing in more than one division per night, or a Competitor who notifies a pit steward of extenuating circumstances.

4.5 CAR AND DRIVER CHANGES

A driver may drive a different car that has been qualified but will start the event from the rear. If a driver qualifies for the feature but needs to use an unqualified car to compete, the driver must race through the "B" main to qualify for the feature. The driver will start in the last place position of the "B" main.

ALL DRIVER AND CAR CHANGES MUST NOTIFY ONLY THE COMPETITION DIRECTOR, COMPETITION DIRECTOR WILL NOTIFY SCORING TOWER OF CHANGES!

4.5.1 DRIVER SUBSTITUTION

A driver may have a substitute driver once a year. Original driver must notify registration crew one week in advance. Registration crew will make note of the change.

4.6 CONDUCT

The driver is the sole spokesperson for the car in any and all matters pertaining to an Event, and is responsible for the actions of the pit crew, and owner. Determination of crew affiliation will not be limited to the pit sign in sheet. It will be a determination made by the track staff. Harassment or abuse of Raceway Officials will not be tolerated and is subject to disciplinary action.

4.7 INJURIES

All injuries must be reported to a Raceway Official prior to leaving the race premises. Track insurance will not cover any unreported injuries. Any driver involved in a roll over, or severe accident, must be checked and cleared by the safety staff prior to returning to the track.

4.8 CAMERAS

In car cameras will be allowed for personal use only and are thus deemed unofficial. Unofficial cameras will not be used to change or determine any calls made before, during, or after a race event.

4.9 SAFETY VEHICLES

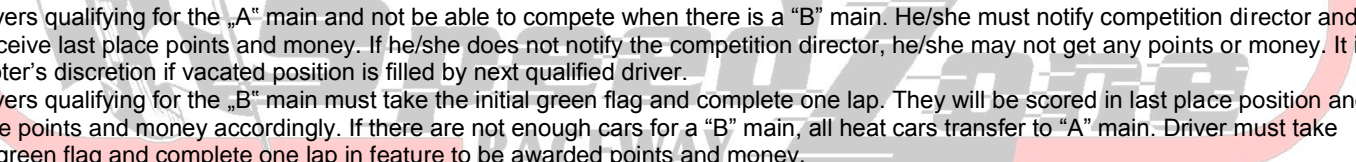
Any driver that hits any track vehicle will pay for damages!

SECTION - 5 POINTS/PAYOUT PROCEDURES

5.1 POINTS

Weekly „A“ feature win is 40 points with each subsequent position worth one point less, with 24th position in feature worth 17 points. If track runs a „B“ feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth position, receives one less point per position. Drivers that do not qualify for „A“ or „B“ feature will not receive points or money. Heat points are awarded. 1st - 3 points; 2nd - 2 points; 3rd - 1 point.

1. 40	Transfer	Heat 1 - 3
2. 39	Transfer	Heat 2 - 2
3. 38	Transfer	Heat 3 - 1
4. 37	Transfer	
5. 36	16	
6. 35	15	
7. 34	14	
8. 33	13	
9. 32	12	
10. 31	11	
11. 30	11	
12. 29	11	
13. 28	11	
14. 27	11	
15. 26	11	
16. 25		
17. 24		
18. 23		
19. 22		
20. 21		

- 
- a) Drivers qualifying for the „A“ main and not be able to compete when there is a „B“ main. He/she must notify competition director and will receive last place points and money. If he/she does not notify the competition director, he/she may not get any points or money. It is promoter's discretion if vacated position is filled by next qualified driver.
- b) Drivers qualifying for the „B“ main must take the initial green flag and complete one lap. They will be scored in last place position and receive points and money accordingly. If there are not enough cars for a „B“ main, all heat cars transfer to „A“ main. Driver must take initial green flag and complete one lap in feature to be awarded points and money.
- c) Points remain with the driver, not with the car.
- d) Divisions that have less than ten entries, one point fewer than normal is awarded for each car less than ten. For example, if nine cars entered, feature win would then be worth 39 points; for eight entries, win would be worth 38 points, etc.
- e) Points will determine track championships. In case of a tie, feature wins will be counted, then seconds, thirds, etc.

5.2 PAYOUT

All positions in features get money and/or a pass. „B“ mains receive money if the initial green flag and one lap is taken. Heat races do not pay – they are for points and qualifying for „B“ and „A“ features. Earnings are paid out at the following event from 4:00 to 6:00 in pole shed. Any unclaimed earnings will be available the following week during the same time period. Any driver wishing his check mailed must provide a stamped self addressed envelope (SSAE). Any money not claimed after **30** days will be returned to Impact Motorsports LLC.

Driver must compete in seventy percent (70%) of scheduled events and attend awards banquet to be eligible for point fund.

5.2 LINE-UP PROCEDURES

Heat races will be lined up according to the starting position drawn by the driver, for the first Event only. After the first Event, qualifying races will be lined up according to average Speedzone driver points, with the lowest point average drivers to the front and the highest point average drivers to the rear. Drivers without Track points will be placed in the last row. If a driver is absent for two consecutive events (excluding rainouts), they will be treated as a new driver the first week they return. The deadline for race car registration and lineup is 6:00 PM, or you will be considered late and placed in the last row.

Point averages are = (total points) / (number of events competed in).

For the first night of racing all drivers draw two numbers. The first number is for heat starting position. The second number is the redraw for „A“ feature starting positions. One heat - 5 redraw; two heats - 10 redraw; three, four, five, or six heats - 12 redraw.

„B“ features are lined up from heats with highest finishers at the front.

‘A’ features: Heat qualifiers are lined up by inverted point average. When one heat is run the top 5 qualifiers from the heat are inverted. When two heats are run the top 10 qualifiers will be inverted. When three, four, five, or six heats are run the top 12 qualifiers will be inverted. The remaining heat qualifiers are lined up behind inverted field as they finished. A driver that qualifies for the invert but has no point average shall be lined up in the last invert position. Should there be more than one driver with no point average; they will be lined up at discretion of officials. Impact Motorsports LLC also reserves the right to relocate a driver to the rear of the field if deemed necessary for the safety and well-being of all involved. Remainder of „A“ feature is lined straight up from heats and/or „B“ features. If a driver is absent for two consecutive completed events they are treated as a new car (zero point average) for the first week he/she returns. Total points are not lost.

5.4 LAPS

Heats - 1 lap per car with a maximum of 10 laps, or 1 minute per lap.

„B“ features will normally be 1 lap per car with a maximum of 15 laps, or 1 minute per lap.

„A“ features will normally be 20 laps.

Track officials have the option to alter race length based on car count, weather, time, etc. Race will be scored complete after laps are completed or time limit is up.

5.5 RACING

Cars must enter the track from turn three and leave the track using the turn two exit.

On original starts the front two cars are double file and pace the start together with moderate speed. These front row cars are given 2 chances at a clean start before both cars being sent to the rear of the starting field. No jackrabbit starts allowed – flagman’s discretion. Any car(s) causing a yellow flag before the initial start of the race will restart the race in the last row.

All restarts will be double file, except for the leader who will be alone in the first row. The car leading the race controls the restart. A restart cone will be placed at the exit of Turn 4. After the “one lap to go” signal is given, and/or the drivers are notified over the Raceciever, all cars must stay nose to tail. Lagging back is prohibited. On all restarts, all cars must maintain their position and may not accelerate until the lead car passes the restart cone. Any cars lagging back prior to the restart, hitting the cone, or passing to the left of the restart cone, will be penalized two positions on the next caution. Any cars passing prior to the lead car passing the restart cone will be penalized two positions per position advanced on the next caution. If no caution occurs, the driver will be penalized at the end of the race. Any car(s) causing a yellow flag before the restart of the race will restart the race in the last row. Single file restarts will be at the discretion of the flagman.

Any single driver spinning out unassisted and causing one (1) yellow flag in a heat race, or two (2) yellow flags in the „B“ feature or „A“ feature race, will receive a disciplinary black flag. This does not apply to a driver that spins out to avoid a wreck. A driver that spins out to avoid a wreck and does not make contact with the wall or any other vehicle may receive their position back. The determination of whether a driver spins to avoid a wreck is a judgment call by the flagman, which is final.

Driver must use pit lane if he/she wishes to re-enter the race. Any car on pit lane will rejoin the field from the rear. Driver must pull over to the right as much as possible while on pit lane. If a car pulls off the track in turn three the car is considered in the pit and out of the race.

If a driver enters pit lane for repairs, repaired part must be checked by pit lane person staged at the end of the pit lane. If driver fails to stop, he/she will be black flagged and not allowed to re-enter event. Lapped cars will start race at back of field.

No one but the driver is allowed on the track at any time during an event. Driver will be disqualified from the event if pit crews enter the track unless specified by track officials. Driver will lose all points and pay for that event.

No unapproved communication, recording, or traction control devices will be allowed in any car.

A SW1600 model Raceciever, tuned to channel 0000 (454.000) is mandatory for all divisions.

5.6 STARTS AND RESTARTS

On ALL restarts, drivers should line up single file front to back on caution laps to give scoring time to put all cars in correct position.

Once positions are correct, drivers will be notified via Receiver to form two wide with leader in front by him/herself. On all new starts, two wide front to back. In the event the two front cars cannot make pace, at the flag mans discretion, the two cars may be sent to the back of the field and the row will just move ahead. On all starts and restarts, at the flag mans discretion, if the start cannot be accomplished, he may make a single file start. We will use the acceleration cones in the apex of corner 3 & 4 with the official starting cone at the end of corner 4.

5.7 FLAGS

5.7.1 GREEN FLAG

The green flag, and/or green light, indicates the start of the race or the restart of the race after a caution period. The green flag and green light will be displayed as the lead car(s) pass by the flagman. All race starts will be double file, nose to tail. ("Nose to tail" means staying in the tire tracks of the car ahead of you.)

5.7.2 WHITE FLAG

The white flag indicates that there is one lap remaining. If a yellow flag occurs after the white flag is displayed and the leader has crossed the start/finish line, the race is considered complete. All cars that have passed the start/finish line will be scored as they crossed the start/finish line. All remaining cars, **except** those involved in the incident, will be scored according to their last completed lap. The cars involved in the incident will be scored at the end of their last completed lap.

5.7.3 CHECKERED FLAG

The checkered flag indicates that the race is complete. Once the checkered flag is displayed to the race leader, the race is considered complete. All cars receiving this flag must slow to a reasonable speed and, with the exception of the winner, return to the pit area. Failure to slow to a "reasonable speed" may result in disqualification. The determination of reasonable speed is a judgment call by Track Officials, which is final. If the yellow flag occurs after the checkered flag is displayed to the race leader, all cars that have passed the start/finish line will be scored as they crossed the start/finish line. All remaining cars, **except** those involved in the incident, will be scored according to their last completed lap. The cars involved in the incident will be scored at the end of their last completed lap. Race winners will report to the "winner's circle" for post race ceremonies. Finishing positions will be determined by the number of laps completed, whether the car is running, or not. Effective Date: January 1, 2010

5.7.4 YELLOW FLAG

The yellow flag, and/or yellow light, indicates caution on the track. All cars receiving this flag, and/or light, must slow, hold their position, and form a single file line behind the lead car. **Absolutely no racing back to the yellow flag.** The penalty for racing back to the yellow flag, as determined by the flagman, is restarting the race at the rear. If a pace vehicle is used, the leader must line up behind it. Cars will be lined up as they were scored on the last completed lap. Lapped cars will be placed in the back of the field. Any cars entering pit lane during the caution period must restart the race at the rear, in the order they return to the track. Re-entry under the yellow flag is not permitted until the lineup is complete. If the yellow flag occurs before the completion of one lap, the cars will be lined up in their original starting order **except** those cars involved in the incident, which must restart the race at the rear. Any driver, as determined by the flagman, intentionally causing a yellow flag (such as spinning out another car, stopping on the track, or capable of resuming the race after a spin but does not) will receive either a one lap penalty or "disciplinary" black flag. No car may pass the pace vehicle unless directed by a Raceway Official. Any car illegally passing the pace vehicle is subject to the black flag. Prior to restarting the race, the flagman will signal one lap to go.

5.7.5 BLUE FLAG WITH DIAGONAL YELLOW STRIPE (FASTER TRAFFIC APPROACHING)

The blue flag with the diagonal yellow stripe indicates that faster traffic is approaching. Cars receiving this flag must prepare to yield to faster traffic. Cars should hold their line on the track and allow the faster traffic to pass. If the slower cars are running side by side, they must form a single line at the bottom of the race track. Failure to obey a "faster traffic approaching" flag is subject to a "disciplinary" black flag.

5.7.6 RED FLAG

The red flag, and/or red light, indicates that the race must stop immediately, regardless of the position of the cars on the track. During a red flag, pit crew members are not allowed on the track. All car repairs must be done on pit lane. If the red flag occurs before the completion of one lap, the cars will be lined up in their original starting order **except** those cars involved in the incident, which must restart the race at the rear. If the red flag occurs after one complete lap, the cars will be lined up in single or double file according to the last completed lap. Prior to restarting the race, the flagman will signal one lap to go.

5.7.7 BLACK FLAG

Pull off the track in turn two onto pit lane and Pit Steward will advise you the reason for the flag. If black flag is for a mechanical problem, car may return to track after making necessary repairs. If black flag is for disciplinary reasons, the car and driver are disqualified from race.

SECTION - 6 INSPECTIONS

6.1 INSPECTIONS / ENGINE EXCHANGE / PURCHASE / PROTEST / SEALING

Track officials have the right to inspect any engine or car at any time.

The Competitor will be given a "reasonable amount of time" to remove components from the car for post race inspection or claim. The Competitor will be notified as to what is considered a "reasonable amount of time" at the beginning of the inspection or claim. If the removal of the components is not completed in this time period, the car will be disqualified.

The cars crew and or driver will perform the actual teardown or engine removal with their own tools and equipment. Only two (2) of the cars crew and the driver will be allowed in the Inspection/Claim area.

The individual(s) representing the car during post race inspection or claim may not consume any alcoholic beverages, or be under the influence of alcohol, until the post race inspection of the car or claim is complete.

The top five race finishers in all divisions, or as designated, must report to the Inspection/Claim Area immediately after the race.

6.2 ALL CLAIMS, EXCHANGES AND PROTESTS WILL BE SUBJECT TO A \$50.00 ADMINISTRATION FEE.

6.2.1 MODIFIEDS

ENGINE CLAIMING RULES:

6.2.1.1 \$1,050 cash, or \$100 and exchange, claim on engine, flywheel and balancing plates (\$25 goes to wrecker and \$25 to official for each engine). Claimed driver has option of accepting cash, or exchanging engines with claiming driver.

6.2.1.2 Claim does not include - 1. Clutch, 2. Pressure plate, 3. Bellhousing, 4. Headers, 5. Carburetor, 6. Starter, 7. Motor mounts, 8. Oil/temp. Sending units, 9. Carburetor spacer, 10. Fan and pulleys, 11. Clutch ball, 12. Clutch arm, 13. Throw out bearing, 14. Dip stick, 15. Water pump, 16. Fuel pump, rod and plate, 17. Distributor, 18. Plug wires, 19. Water outlet and restrictor, 20. Breathers.

6.2.2 STREET STOCKS

Track officials have the right to purchase an engine for \$750.

Protest only, \$200 top, \$300 bottom, \$500 for complete engine.

6.2.3 GRAND NATIONALS

Protest only, \$200 top, \$300 bottom, \$500 for complete engine.

6.2.4 DIRT DEVILS

\$600 claim swap for entire car except for the seat, seat belts, window net and fuel cell (if equipped). Track officials reserve the right to buy any car for **\$1000** less the seat, seat belts, window net and fuel cell (if equipped).

6.2.5 SPORT MOD

ENGINE CLAIMING RULES

6.2.5.1 \$550 cash claim on engine, \$25 goes to wrecker for pulling engine and \$25 goes to official.

6.2.5.2 Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers.

NOTE: During engine claim, block and head numbers should be verified, heads, intake, connecting rods and crankshaft should be visually inspected and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all events until such time as a \$250 fine is paid, for first offense. Claimer then has option to accept or decline engine - if declined, driver is not charged with claim. Second offense penalties will be \$500 fine and/or suspension.

6.3 WHO CAN BE CLAIMED/PROTESTED

Top four finishers of the „A“ Feature whether running or not are subject to engine exchange claim / protested. The top four drivers must proceed directly to the claim / protest area. Driver must enter the claim / protest area. Drivers must remain in the claim / protest area until directed otherwise by a track official. If any of the top four finishers do not go directly to the claim / protest area, they will be treated as refusing to exchange / protest.

6.4 WHO CAN CLAIM/PROTEST

Any driver finishing fifth or lower on the lead lap of his/her third consecutive feature may make a claim / protest. Dirt Devils - driver must finish within five positions of the car he/she is claiming and be on the same lap.

Drivers changing cars or provisional drivers can not claim. Pill claim will be enforced the last four points nights of the season and/or as needed. Pill claim means the claimer draws at random from the top four positions to determine the car to claim. In case of multiple claims for the same car, the lowest qualified driver gets priority.

Any driver making a claim / protest must drive his/her racecar, under it's own power, directly to the claim / protest area. Driver can not stop his/her vehicle or consult with anyone else. Claims / protests must be made to a track official with cash upon declaration of intention to claim / protest. Only the driver may request, agree to, or refuse claim / protest and is the only one allowed in the claim / protest area. Driver making claim must complete claim / protest or lose all money and points for the night. Once claim is accepted, claimer and claimer may not restart their engines. Cars will be pushed to the removal area.

First acceptance or refusal by driver being claimed / protested is binding.

6.5 FIRST REFUSAL PENALTIES

Forfeiture of all earnings for the night and loss of points for the year. Driver also forfeits his/her right to claim / tear down for 12 months from date of refusal.

Driver is suspended for 4 events from date of refusal.

6.6 SECOND REFUSAL TO EXCHANGE

Result in the driver being suspended from competition for one year to date.

Any driver found to be claiming / tearing down for someone else will lose all points for the year and be suspended for a minimum of two completed races.

All claimed engines must be removed from the car at the track. Once claim has been accepted the exchange is final.

There is a 1½ hour time limit on engine removal, if not complete in this time, it will be considered a refusal of claim.

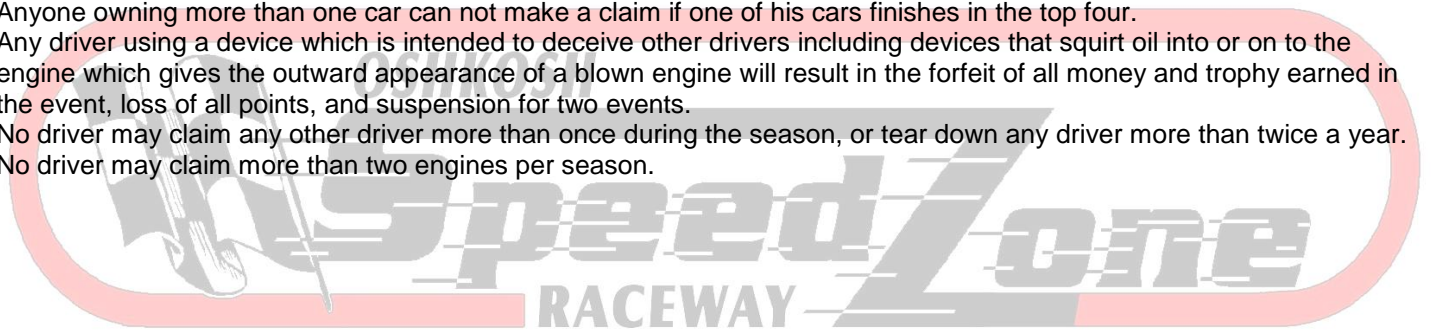
Any sabotage to a claimed engine will result in saboteur's suspension from competition for one year to date.

Anyone owning more than one car can not make a claim if one of his cars finishes in the top four.

Any driver using a device which is intended to deceive other drivers including devices that squirt oil into or on to the engine which gives the outward appearance of a blown engine will result in the forfeit of all money and trophy earned in the event, loss of all points, and suspension for two events.

No driver may claim any other driver more than once during the season, or tear down any driver more than twice a year.

No driver may claim more than two engines per season.



SECTION - 7

MODIFIED DIVISION 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE LISTED IN THE GENERAL RULES.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A SPEEDZONE OFFICIAL.

THANK YOU!

7.1 FRAME

OEM complete, 1964 or newer, perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, **except:** weight jack in original center line of spring tower allowed; frame may be cut a maximum of one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven-inch wide opening in side of spring tower for spring removal. Maximum two-inch wide by four-inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire to outside of tire. No part of frame can be lower than four inches from ground except front crossmember.

7.2 ROLL CAGE

Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with a minimum wall thickness of 0.095-inch for main cage, frame-mounted in at least six places, low carbon or mild steel recommended. No brazing or soldering allowed. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

7.3 DOOR BARS

All driver side door bars and uprights must be minimum 1.50-inch O.D. and 0.083-inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25-inch O.D. and 0.083-inch wall thickness, and one top door bar, minimum 1.50-inch O.D. and 0.083-inch wall thickness. Steel door plate, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to 5-inches in front of seat. Must be visible for inspection.

7.4 BODY

(See diagram) No composite or plastic body panels allowed except roof rock guard and hood scoop. Body must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. MD3 plastic nosepiece, part#020-410 allowed. All nose panels may be no wider, or lower than two inches outside of front frame horns and remain within 0.5 inch tolerance outside confines of front bumper. Plastic nose must be mounted in an approved manner and can extend no further back than 6 inches from front of hood. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must be level or sloped down at front, enclosed and maximum two inches above interior deck at rear. No reverse hood rake allowed. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top and highest point at bottom. Sail panels may not extend ahead of back of seat. May use Lexan in sail panels. Roof must be fiberglass or aluminum, full size and rounded down in all directions (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). No fins, lips, wings or spoilers. Maximum four inch plastic skirting allowed on bottom of doors and quarters. No reflective doors or quarter panels. Body may be maximum one inch outside of rear tires (both sides) for 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.

7.5 DRIVER COMPARTMENT

Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125-inch aluminum, or 0.060-inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in using minimum of four 0.375-inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Oil accumulators (Accusump's) may not be located in the driver's compartment. No devices that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No mirrors or reflective sun visors.

7.6 FRONT SUSPENSION

All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame; OEM or OEM replacement ball joints allowed. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be within OEM specifications. Sway bar must be unaltered OEM. No bump stops.

7.7 STEERING

No rack and pinion. All components must be steel, unaltered OEM, in OEM location, **except:** outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625-inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM or OEM replacement Pinto spindles allowed; spindles must be right and left, and of same design; bolt on spindle savers allowed; steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum; cockpit steering may be modified, must be kept on left side. The center of the steering wheel must be padded. Idler arm, pitman arm, and center link must match frame.

7.8 SHOCKS

One steel, non-adjustable, unaltered shock per wheel. One additional shock allowed on rear suspension. No bumpers or stops. No threaded body, front coil-over, air, or remote reservoir shocks. No Schrader valves or gas refill ports. Front half may be shielded. \$50 claim per shock, one or all may be claimed per event. The Raceway reserves the right to claim any shock for \$50.

7.9 SPRINGS

One steel, non-progressive coil spring per wheel only. Steel or composite leaf spring allowed. One additional spring allowed on pull bar or lift bar, may be progressive. Any coil spring must be at least 4.5 inches O.D. No torsion bars, air bags, inner liners or spring rubbers allowed.

7.10 REAR SUSPENSION

No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be solid tubing. Rear of frame may be altered to accept leaf or coil springs. Steel coil-over eliminators, or steel or aluminum coil-over kits allowed - must conform to shock and spring rules. One mechanical traction pull bar allowed. Effective June 1, 2011, lift bars or 5th arms will NOT be allowed. No brake bars. Rubber bumpers allowed only on panhard bar and mechanical traction bar. No sway bar. Solid safety chains, cables or tethers permitted frame to axle housing only (cannot be mounted to any floating device), no springs or rubbers allowed. Minimum 19 inch long panhard bar, measured straight line, center to center.

7.11 REAR END

Any steel approved OEM passenger car or truck rear end allowed. Safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle cap, and drive flange. Inspection hole in housing is required. Full steel spool, steel mini spool or welded rear ends only. Steel axles only. Gun drilled axles are permitted. No quick change devices, or cambered rear ends. One-piece drive flange only. No torque dividing differentials. No scalloped or lightened ring gears.

7.12 BUMPERS/RUB RAILS

See diagram) Steel bumpers must be on front and rear at all times and welded, or mounted with minimum 0.375 inch bolts. Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness (similar to diagram), maximum six inches beyond rear deck, no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

7.13 TIRES/WHEELS

Must use unaltered Hoosier G60-15 tire with or without I.M.C.A. stamped on the sidewall. No softening, or grooving of tires. Tires may be ground or siped within confines of tread (not past factory straight line). Tire reconditioning subject to approval of technical inspector. No re-caps. All wheels must be steel, 15-inches diameter, 8-inches wide, minimum shell thickness 0.095-inches, and minimum 19.0 pounds. No wide-five wheel adapters allowed. Aluminum, composite or steel spacers only. May use external, steel bead lock on right side tires only and it cannot make wheel any narrower than 8-inches and no wider than 8.75-inches. Must use only steel bolts. Foam type or soft plastic mud plug allowed on right side tires only. May use an inner mud plug on the left rear only. Rim-mounted bleeder valves allowed. Steel lug nuts only.

7.13.1 TIRE DUROMETER LIMIT

Five cars will be selected, at random, prior to the start of qualifying races. Durometer readings will be taken at three points across the rear tires (outside, middle, inside) of each car. The readings will be averaged together. The minimum allowable durometer reading of any tire prior to the qualifying races, B Main race, and A Main race will be ninety percent (90%) of the average reading. Example: Average durometer reading of five selected cars: 50 Minimum allowable reading prior to race: 45

7.14 BRAKES

Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, minimum 0.810-inch thickness. Vented rotors only, no scalloped rotors. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible.

7.15 EXHAUST

Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Mufflers mandatory at all times car is on the track. Loss of muffler is an automatic mechanical disqualification. 95-decibel limit 100 feet from car. All exhaust must go through mufflers, two per car, one per header. No exhaust sensors. Pan-evac system allowed.

7.16 FUEL SYSTEM

Mechanical or belt driven fuel pump only and must be mounted at front of engine. Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 20 gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of ten inches above ground. Must mount with minimum two 0.125-inch thick solid steel straps, two inches wide around entire cell. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. Pick-up must not be underneath fuel cell. Limit of one fuel filter. No cool cans. Conventional air cleaner housings only. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings. One naturally aspirated 2- or 4-barrel carburetor only. One carburetor adapter/spacer allowed, maximum 2.20 inches thick, including gaskets. No adjustable carb spacers.

7.17 FUEL

Gasoline, E85, E98 or alcohol. NO nitrous oxide. NO performance-enhancing additives. Upper cylinder lube allowed. Fuel sample maybe taken from any car at any time. Penalty for illegal fuel is disqualification from event and \$250 fine – first offense.

7.18 WEIGHT

Minimum weight limit of 2,450 pounds, no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment or outside body. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two 0.5-inch bolts. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

7.19 BATTERY/STARTER

One 12-volt battery only, must be shielded and securely mounted between frame rails, and positive terminal covered. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race. Reverse-mount starters with OEM case transmissions only, see transmission rules for specifics.

7.20 GAUGES/ELECTRONICS

No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. All cars MUST use max 7,800 rpm rev limiter chip. This may be accomplished using one, non-adjustable, 12 volt ignition box with one high-end rev-limiter setting or an internal setting inside box. MSD #8728 rev-control or MSD #8738 additional rev control box allowed. No additional ignition accessories allowed. All components must be out of reach of driver, but accessible for inspection. No magnetos or crank triggers. No electronic traction control devices (\$10,000 fine). Upon request from a Raceway Technical Official, a driver must surrender any ignition component for inspection and certification by the original manufacturer.

7.21 TRANSMISSION/DRIVE SHAFT

Must have at least one forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or approved after-market manual transmissions allowed – one-speed, twospeed three speed, four-speed and automatic. No five speed (or more) transmissions, 'in and out' boxes, or quick change devices allowed. Functioning shift levers must be in OEM location on all OEM production type transmissions. All belt drive pumps must be mounted on front of engine. Flexplates must be full, steel, unaltered OEM or OEM replacement. Flywheel/flexplate must bolt to engine between clutch assembly and crankshaft and all driveline components within bellhousing must rotate while car is in any gear. Transmissions must be one of the following designs:

7.21.1 OEM Case Manual Transmission

Must have a standard OEM case and working disc-type clutch or approved cone or disc-type coupler inside an explosion-proof steel bellhousing. One flywheel only, minimum 8.5-inch diameter. Diameter of clutch disc must be a minimum of 5.5-inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bellhousing can have only a hole for throwout bearing lever or hose, must be 270-degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel.

7.21.2 Automatic Transmission

Must remain in OEM or OEM replacement case, with a functioning OEM appearing pump. Must have approved scattershield or blanket. Scattershield must be constructed of minimum of 0.25-inch by three-inch steel 270-degrees around flexplate.

7.21.3 Aftermarket Manual Transmission

Must have aluminum case, with aluminum internal clutch. Internal clutches made of other materials (e.g. magnesium, composites, carbon fiber, etc.) are prohibited. Must bolt to steel, or aluminum, bellhousing. Must have approved scattershield or blanket. Scattershield must be constructed of minimum of 0.25-inch by three-inch steel 270-degrees around flexplate. Must use full, steel, unaltered OEM or OEM replacement flexplate with stock type starter mounted in OEM location. Lightweight flexplates are prohibited. No coatings or paint allowed on transmission case.

7.21.4 Drive Shaft

Minimum two-inch diameter steel drive shaft and must be painted white. Steel slip-yokes only. Drive shaft must be painted white. 360-degree drive shaft loop required and must be constructed of at least 0.25 inch by two-inch steel, or one-inch tubing, mounted six inches back from front U-joint.

7.22 ENGINE COMPARTMENT

Rear of engine (bellhousing flange) must be mounted at least 72-inches forward from centerline of rear axle. Engine offset must be kept within 2- inches of centerline of front crossmember with engine level. minimum 11-inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground between frame rails. Use of antifreeze is prohibited. Water wetter is permitted.

7.23 ENGINE SPECIFICATIONS

Any American make steel engine block allowed. Aftermarket and OEM performance blocks allowed. Cast iron or aluminum intake manifolds only. Steel heads and oil pan only. Flat tappet cam/lifters and stud-mounted rocker arms only. Magnetic steel retainers only. No shaft or pedestal rocker arms. No titanium engine components, stud girdles or mushroom lifters. Lifter diameter and configuration must match OEM passenger block. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. Castings and fittings must not be changed. No machine work on outside of engine (no lightweight engine blocks). All belt driven accessories must be on front of engine. 'Wet' sump oiling system only. External oil pumps go with engine if claimed.

7.24 ENGINE CLAIMING RULES: Refer to 2011 Official Rule Book for claim eligibility requirements.

- (A) \$1,050 cash, or \$100 and exchange, claim on engine, flywheel and balancing plates (\$25 goes to wrecker and \$25 to official for each engine). Claimed driver has option of accepting cash, or exchanging engines with claiming driver.
- (B) Claim does not include - 1. clutch, 2. pressure plate, 3. bellhousing, 4. headers, 5. carburetor, 6. starter, 7. motor mounts, 8. oil/temp. sending units, 9. carburetor spacer, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. breathers.

7.25 EIRI:

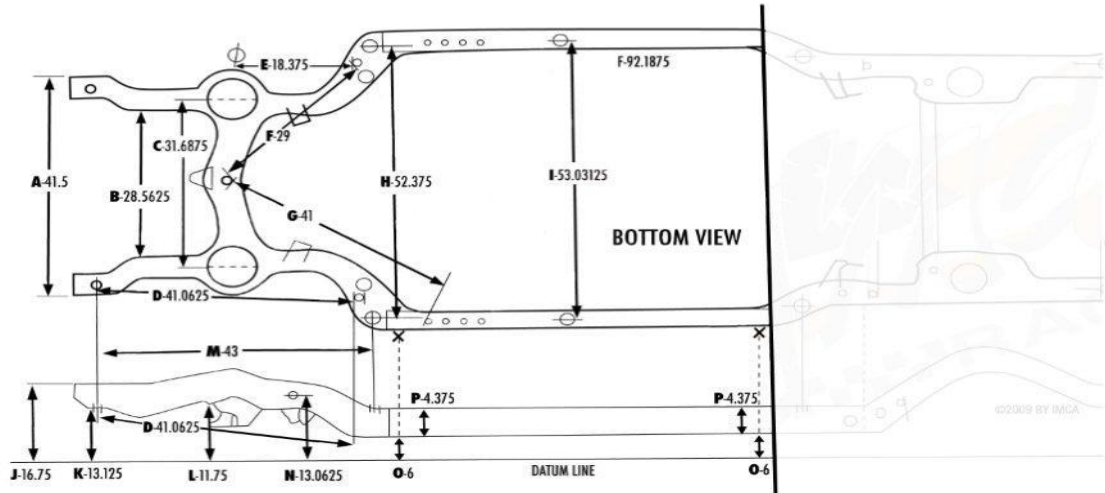
(Except in rare instances) Decisions of Officials are final and binding without exception. In some cases, track safety rules may take precedence over rules. Any rule changes or clarifications during the course of the year will be amended at www.oshkoshspeedzone.net as well as published at the track.

2011 GM Chevelle '64-'72 Frame Dimensions

- Dimensions are to either the top or bottom surface of the frame rail as indicated.

- Some dimensions may not apply as frame can be trimmed for front bumper.

- All dimensions must be within 0.250-inch tolerance. Exception is variances officials verify as crash damage.

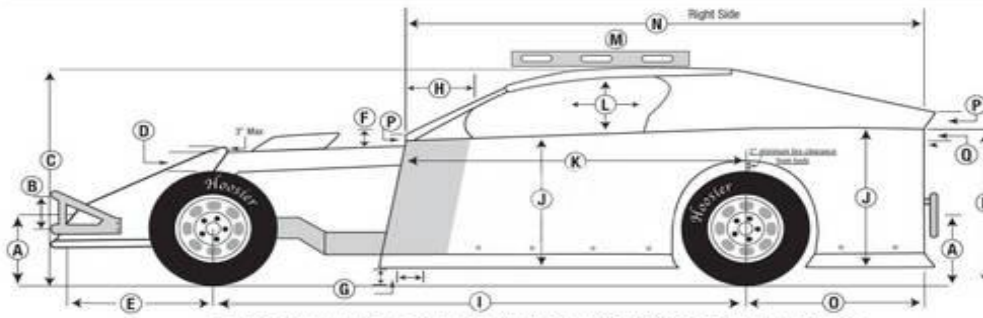


- A.** 41.5 - inches to outside of frame rail
- B.** 28.5625 - inches between side rails at lower steering gear bolt and idler arm mounting surface.
- C.** 31.6875 - inches TRAM top side between upper control arm inner shaft seats (at shim contact area).
- D.** 41.0625 - inches from center of hole (frame horn bottom), to front edge of hole.

- E.** 18.375 - inches from center of lower ball joint grease fitting, to front edge of hole. Maximum difference of 0.5 inches from side to side of frame.
- F.** 29 - inches from rear edge of hole, to front edge of hole.
- G.** 41 - inches from rear edge of hole, to front edge of hole.
- H.** 52.375 - inches from center of hole to center of hole.
- I.** 53.03125 - inches from center of hole to center of hole.

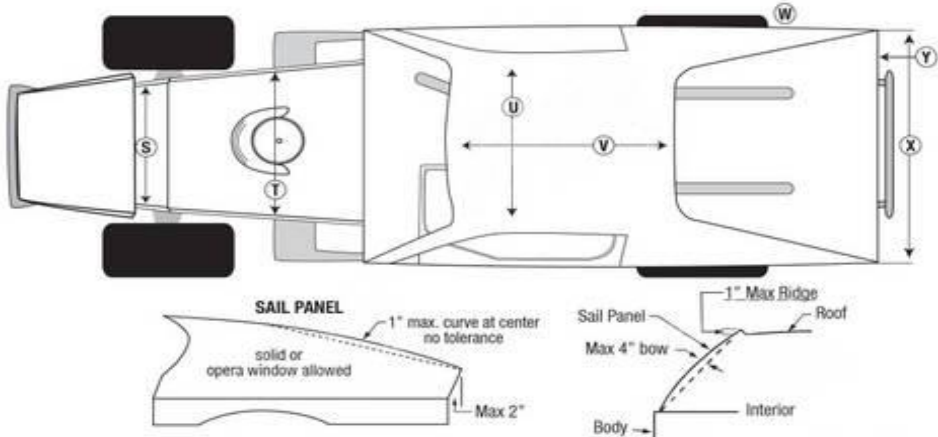
- J.** 16.75 - inches to top surface of side rail.
- K.** 13.125 - inches to bottom surface of side rail.
- L.** 11.75 - inches from bottom surface of side rail (just forward of coil spring opening) to datum line.
- M.** 43 - inches measured from center of hole to center of hole.
- N.** 13.0625 - inches center of hole to datum line.
- O.** Locations for measuring ride height. Dimensions J, K, L and N should be measured at 6 inch ride height.
- P.** 4.375 - inches from top to bottom of side rail surface.

Modified Body Dimensions For 2012



All body measurements are max. unless otherwise specified. Dimensions have zero tolerance.

- A** 20" max. 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 54" max. 42" min.
- D** Hood 6" max. drop (sides), sealed off from driver's compartment and max. 3" rake.
- E** 42" max.
- F** 6" max. scoop cannot extend past front of hood.
- G** 4" minimum; Door may extend maximum 6" past block at bottom on both sides.
- H** 19" max., must be same on both sides.
- I** 112" max. 108" min.
- J** 31" max. 22" min.
- K** 72" max. or not past back of block at top. Left side may extend forward to cover foot box if necessary.
- L** 18" max. 12" min. opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at top front.
- N** 120" max. 106" min.
- O** 48" max. 34" min.
- P** 4" max. at front and rear, gradual slope from roof to this point. See drawing for tolerances.
- Q** Interior slope is 6" max. front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of door and quarter panels. An optional escape hatch from driver to passenger door to provide 12" opening allowed.
- R** 38" max. 28" min.
- S** Min. 24" nose must be flat and flush with sides.
- T** 66" max. 24" min., no narrower than radiator.
- U** 52" max. 44" min.
- V** 56" max. 41" min.
- W** Tires max 1" inside body both sides.
- X** 66" max. 53" min. measured at top of interior deck, must be same front to back.
- Y** IMCA decal required on filler panel.
- REAR FILLER PANEL:** 8" min. / 90 degree angle. Must be solid, attached to deck, extend to quarter panels, securely fastened.
- SAIL PANELS:** Must extend from roof to rear of car and be the same on both sides. May extend 2" maximum past rear edge of interior deck. Must mount within 2" of outside edge of interior deck.



SECTION - 8 GRAND NATIONAL DIVISION 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE LISTED IN THE GENERAL RULES.

SEE TRACK OPERATIONAL RULES FOR SAFETY RULES, SEAT BELTS RULES

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A SPEEDZONE OFFICIAL.

THANK YOU!

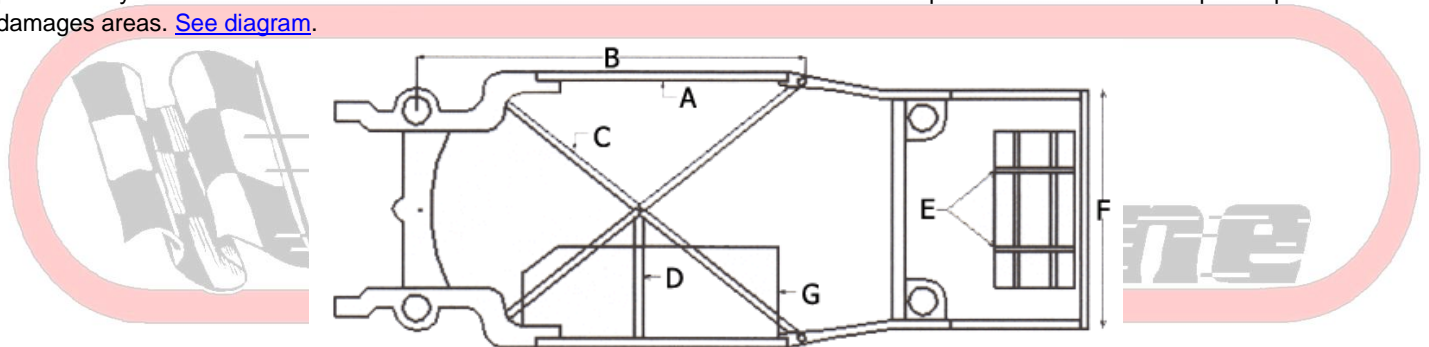
WEIGHT RULE – 3000 LB.

8.1 Eligible Models

GM, AMC, Chrysler, Ford or U.S. manufactured auto. No pickups, station wagons or convertibles allowed Special built models accepted upon official approval

8.2 Frame

1978 to 1988 GM metric frames only unless run previously. Frames must be X-ed; side rails must be plated where open. Front cross member may be notched and plated for fuel pump clearance only. Weight jacks or screw jacks allowed. Frame rails behind rear spring pockets may be cut and fabricated. Must have a minimum 108" wheelbase. No other improvements allowed except to repair rusted or damages areas. [See diagram.](#)

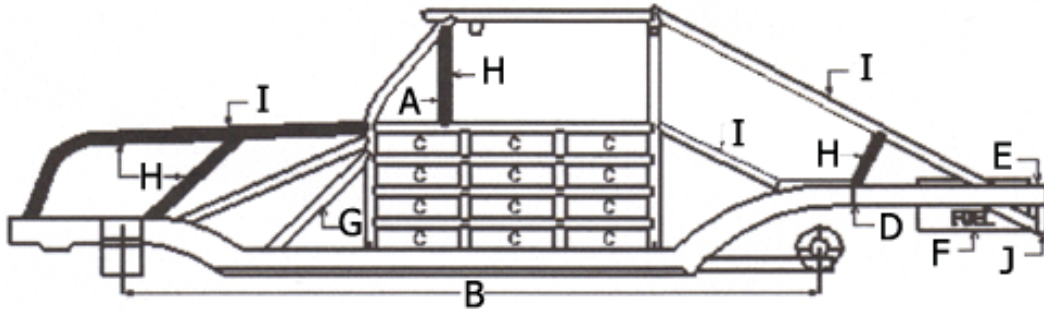


8.2.1 Construction Guidelines

- A. A. Frame plating material (4" x 1/8") flat strip steel.
- B. B. Roll cage main hoop set back 82 1/2", measured from center of lower ball joint to back of main hoop tubing. No portion of the seat may extend beyond 80 3/4" from the left lower ball joint
- C. **Mandatory** X-brace, (Choose 1 material, no mixing).
- D. D. Drivers compartment safety bar (same material as X-brace).
- E. E. Fuel cell safety straps (minimum 4) 1" x 1/8" strap steel.
- F. F. Tail section replacement, same dimensions as stock frame.
- G. G. Floor plate 1/8" steel plate, minimum width 20" at seat.
(X-brace must tie into original frame, not frame plating)

8.3 Roll Cage

Four-point roll cage constructed of 1 3/4" x .095" wall steel round tubing. NO Layback cages. Roll cage main hoop must be at a 90 degree angle to main frame rails at the discretion of safety inspector. One front and one rear cross brace, recommended height at 20". The main hoop behind driver must be cross-braced. Two passenger side and four driver side door bars, with driver side door bars plated and having two upright bars between each driver door bar. Wing window bars on drivers side mandatory; passenger side recommended. Foot protection bar (may be plated for added safety). Two front support bars must start at cross brace height at roll cage corners and extend forward to frame. Four rear support bars must extend to frame, two starting at the rear cross brace at roll cage corners and two from the top corners of the rear cage hoop. **Halo bar must have one cross bar running either front to back or diagonal made of 1-3/4" x .095" wall steel round tubing.** [See diagram.](#)

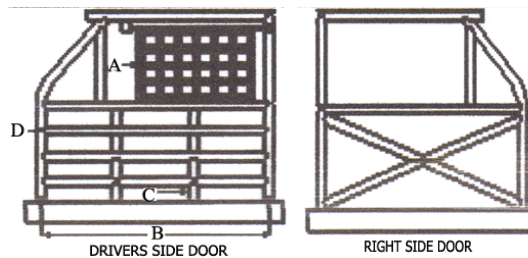


8.3.1 Construction Guidelines

- A. A. Wing window bars, **mandatory Drivers side opening must be a minimum of 15 inches!**
- B. B. Minimum wheelbase 108"
- C. **C. Mandatory** safety plating, 1/8" steel minimum
- D. D. Stock frame from this point forward
- E. E. Rear frame tail section, 2' x 3' x .095 steel tubing
- F. F. Fuel cell can mandatory (20 gauge steel)
- G. G. Foot area protection bar, **mandatory**
- H. H. Dark shaded bars may be 1 1/2" x .065 wall steel tubing, all other tubing 1 3/4" x .095
- I. I. All cages must have these front and rear support hoops/bars
- J. J. Braced .095 wall steel tubing, fuel cell guard

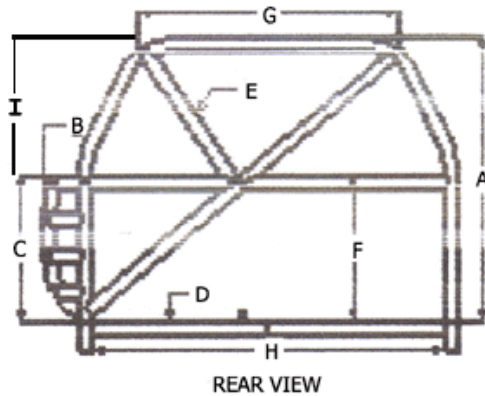
8.4 Drivers Compartment

High back aluminum racing seat is mandatory. Seat must be bolted in with six 3/8" Grade 5 or Grade 8 bolts. Four bolts in the seat bottom and two in the seat back, NO CARRAGE BOLTS! NO portion of the seat may extend 80 3/4" from the left lower ball joint. A window net with buckle release mounted on the top left corner is required. All roll cages must provide a minimum of 2" of clearance measured from the top of the roll cages to the top of the driver's helmet when driver is seated and strapped in driving position. The center of the steering wheel must be padded and all roll bars that the driver could contact must be adequately padded.



Construction Guidelines

- A. A. Approved window net, **mandatory**
- B. B. Recommended door bar length, 44"
- C. C. 2 door bar uprights between each door bar, **mandatory**
- D. D. 4 door bars evenly spaced on drivers side, **mandatory**



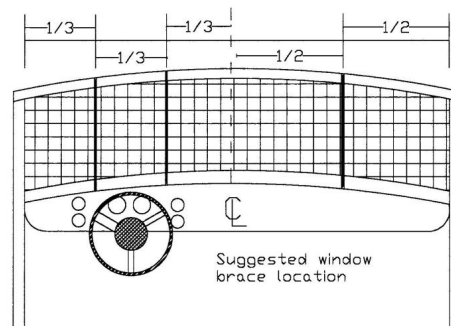
Construction Guidelines

- A. Main hoop (vertical to frame) recommended 39" high from top of frame
- B. Door bars should be flush to panel (with the body centered & mounted in stock location on the frame).
- C. Door bar height (minimum 20" high from top of frame)
- D. Floor pan (minimum 20" in drivers seat area).
- E. Extra main hoop, headrest bar (optional)
- F. Cross bar recommended height 20" (for shoulder harness)
- G. Roof hoop to fit roof side to side (minimum length 34")
- H. Roll cage width (same as stock frame width)
- I. Window opening (Minimum height 15")

8.5 Bodies

8.5.1 Production passenger car, stock or after market template/straight-up style steel or Aluminum body panels for fenders, quarter panels and trunk. **Plastic front fenders allowed.** NO Wedge or Late Model type bodies. Hood must be steel, aluminum or fiberglass and the back of the hood must be sealed down completely. Absolutely no air induction of any type allowed. **YOU MUST HAVE HOOD TO START RACE.** Door panels must be stock, sheet metal or aluminum. No door handles, locks, moldings, factory plastic or chrome accent pieces left on the stock panels. No fins, lips, rudders or other aerodynamic devices allowed. Factory or aftermarket plastic noses are legal. Rear of car must be completely enclosed, fender-to-fender from the trunk lid down. With a cover that is a minimum of 20" high. Nose of car must look stock appearing and neat looking – no wedge type or late model noses. Flat roofs prohibited, roof must retain stock contours. No holes in hood or hood scoops. Hood pins to be used in hood and trunk. Stainless steel windshield screen must be no less than .063" for mesh larger than 1/2" or no less than .035" for 1/2" or smaller mesh (no larger than 1" mesh screen allowed), to cover entire opening with three upright braces tip to bottom of 3/8" or larger solid rod. . [See diagram.](#)

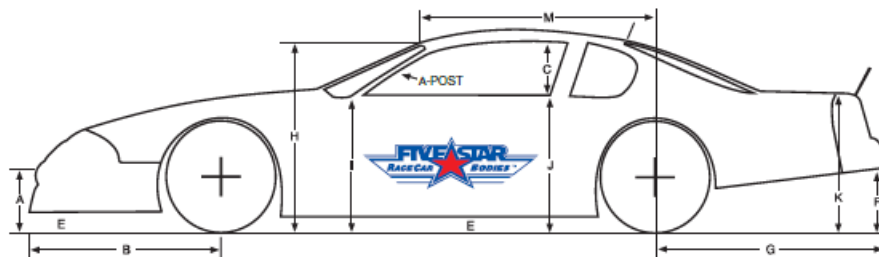
Spoiler allowed on rear of trunk lid not to exceed **6" in surface height. Rear spoiler to be 60 1/2" wide at widest point, no sideboards or forward braces. No rear window for safety reasons.** Two and one half inch (2 1/2) non-functional hood scoop allowed, no holes in hood or hood scoop allowed. **YOUR CAR MUST LOOK STOCK TO RACE!**



8.5.2 Body parts must be neat and well painted. Car numbers must be painted a contrasting color. Numbers must be painted on both sides and roof to face grandstand and numbers between 00 and 99. Numbers must be at least **18" high and 2" wide**. **Numbers of 6" or higher must be placed on the front and rear of the car to aid in line-ups.**

8.5.3 The car at its widest point, including rub rails, may not exceed 78"

8.5.4 Interior sheet metals to cover all openings, front, rear and side. Tapered floor from driver to right side can be any style as long as no higher than cross brace. Floor plate under driver of 1/8" steel, 20" wide and length of driver



GUIDELINE DIMENSION (INCHES)

A	NOSE HEIGHT ①	19 ¼
B	FRONT OVERHANG (MAXIMUM, ON CENTERLINE)	46
C	SIDE WINDOW OPENING (MINIMUM)	15 ¼
E	SIDE PANEL CLEARANCE (TYPICAL)	8
F	BUMPER COVER HEIGHT (MAXIMUM)	16
G	REAR OVERHANG ②	47
H	ROOF HEIGHT (MINIMUM) ③	51
I	FENDER HEIGHT (AT REAR)	35
J	DOOR HEIGHT (AT REAR)	35 ¼
K	QUARTER PANEL HEIGHT (AT REAR)	35 ½
M	FRONT OF ROOF TO CENTER OF REAR AXLE	60 ½

- ① Measured from ground to top of bumper line
- ② Base of spoiler at centerline to axle centerline
- ③ Measured 10 inches back from windshield (on centerline)

8.6 Engines

Sealed engines are only honored at track they are sealed at and may be required to be unsealed for inspection at other tracks.

8.6.1 American made production V-8 engine blocks only. Must be production cast iron block with standard external measurements in all respects with the exception of the permissible .060 over bore maximum. No aluminum, Bowtie, Rocket, SVO, 'X', or 'R' blocks allowed. No removing of **casting** numbers. No grinding or lightening.

8.6.2 Aftermarket crankshafts allowed and cannot weigh less than 48 pounds. Must have stock stroke for the block being used, and must remain unaltered except for the balancing. No lightweight, life edge, undercut counter weights or scalping allowed.

8.6.3 Rods

8.6.3.1 Forged magnetic steel connecting rods only. Rods must remain OEM stock length for the block being used. Maximum length of rod to be 5.7, Chevy 400 may use 5.7 rod. H-Beam rods allowed NO titanium or aluminum rods. Through bolts or caps screws allowed.

8.6.4 Pistons

8.6.4.1 Any flat top or reverse dome piston may be used as long as it has the stock wrist pin height for the engine being used (except 400 Chevy). Valve relief may be cut into the piston. No portion of the piston may protrude above the top of the block.

8.6.5 Camshaft

8.6.5.1 Any Hydraulic or flat tappet steel camshaft with a maximum of .500 lift measured at the retainer. Stock diameter tappets only. No mushroom or roller tappets allowed. No stud girdles or rev kits. Standard timing chain only - no gear drive or belt drives will be allowed. **Roller rockers and roller tipped rockers allowed. No shaft rockers.**

8.6.6 Cylinder Heads

8.6.6.1 **Only stock, cast iron head or World Products SR Torque #4266B, #4267B, 4360 or 4361. No Bowtie, Vortec, angle plug, SVO, W2, GT 40 or fuel injection type cylinder heads allowed.** Only two valves and one spark plug per cylinder. No titanium parts in the valve train allowed. Intake and exhaust ports must be in the original "as cast" configuration. Any evidence of any sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, alteration to the original form or the addition of material to the ports or combustion chambers is strictly forbidden. No external sanding, grinding or removal of **casting** numbers or symbols. Valves must be stock production size and in stock location. Small block Chevy maximum valve size is 2.02" intake and 1.60" exhaust, measured across the face of the valve. Stock production valve spring diameter for heads used only, no beehive springs allowed. Screw in studs and guide plates allowed. **Minor relieving for push rod clearance allowed.** No chemical or ceramic work allowed in internal areas of intake or heads.

Optional Engine Configuration (141 Only)

a. 062 & 906 Vortec Heads are allowed (valve size must remain stock) must be run with Edelbrock 7116 Alum intake & Holly 4412 Carb

8.6.7 Oil System

8.6.7.1 Oil pump must remain in stock location. No dry sumps or external oil pumps allowed. After market oil pans and breathers are allowed. Oil cooler, if used, to be in engine compartment only. Oil accumulators (Accusump's) may not be located in the drivers' compartment. 1" (one inch) inspection hole in oil pan is recommended for viewing crankshaft markings.

8.6.8 Intakes

8.6.8.1 Stock production cast iron intakes on engines over 365 cubic inch. Following aluminum intakes numbers allowed on 365 cubic inch or less - GM: Victor Jr. 2975 or 2972 and 2101, Weiland 7546 or 7547. Ford: 2981 or 2760 and 2665 or 2750, Cleveland 7516 or 7517. AMC: 2930 or 2035. Chrysler: 2915 or 2176. Edelbrock: 7101 and 7501. After market or stock intakes to remain untouched. NO Marine type intakes.

8.6.9 Exhaust

8.6.9.1 Stock cast iron exhausts manifolds or headers okay. No 180-degree headers or step headers. Exhaust must exit under car, behind driver and be angled down. Mufflers are mandatory and car must pass noise level test (95 decibel at 100 feet outside of track).

8.6.10 Ignition

8.6.10.1 Factory type ignition, no Multi-spark discharge or mags. Rev limiters allowed one chip system only. HEI type distributors must have the coil mounted in the distributor cap.

8.6.11 Carburetors

8.6.11.1 One (two or four barrel) carburetor only with maximum spacer height of 1 ¼". Only 2 gaskets (1 per side) with a maximum thickness of 0.065 inches may be used on the adapter plate. Two carburetor return springs, mounted in two directions, required. No throttle cables allowed must be mechanical linkage. Toe strap on gas pedal required

Optional 141 Vortec Head engine, 4412 carburetor rule.

A. Carburetor Body - No polishing, grinding, or drilling permitted. Factory type air bleeds only. Screw in air bleeds are prohibited.

B. Choke - The choke may be removed.

C. Choke Horn - The choke horn may not be removed.

D. Boosters - The boosters and booster location may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.

E. Venturi - Venturi area must not be altered. Casting ring must remain.

F. Base Plate - Base plate must not be altered.

G. Butterflies - Butterflies must not be thinned or tapered. Retaining screws may not be altered.

H. Throttle Shafts - Throttle shafts must not be thinned.

I. Metering Block - Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.

8.6.12 Cooling System

8.6.12.1 Stock cast iron or aftermarket aluminum water pump allowed. One radiator only and must be in front of engine. Metal shroud must cover top 180 degrees of fan. 2 quart overflow can mandatory. No devices that spray liquid onto radiator. **ABSOLUTELY NO ANTIFREEZE!**

8.6.13 Starter

8.6.13.1 Mini-Starter allowed. No reverse mounted starter. Must be able to start car

8.6.14 Engine Location

8.6.14.1 Engine must be centered between frame rails. Engine set-back to be measured as 33 ½" from top of steering box mounting bolt to rear of engine and 15 ½" from steering box mounting bolt to #1 cylinder spark plug. Crankshaft centerline can be no less than 7 ½" from bottom of front cross member. Non Chevy motor setbacks to be determined by the difference between the measurement from the center of top steering box mounting bolt on the frame to the back of the engine minus the measurement from the back of the engine to the center of #1 factory spark plug hole.

NO TRACTION CONTROL DEVICES ALLOWED!

8.7 Transmission and Drive Train

- A. 3 or 4 speed unaltered U.S. manufactured passenger car or light truck transmissions only
- B. Aftermarket racing transmissions, (Bert, Brinn, Falcon, etc.) or converterless transmissions are prohibited
- C. Steel blow proof bell housing only. Upper 270 degrees of bell housing must remain intact.
- D. Flywheel to be stock or aftermarket steel or aluminum unaltered except for balancing and resurfacing.
- E. No cut down stock flywheels allowed.
- F. **7 ¼" or 10 ½" diameter, steel or aluminum closed or open style, single or multi disc clutches allowed. No lightweight, spoke type flex plates allowed. OEM or OEM replacement flex plates only. V-drive clutch allowed.**
- G. Drive shaft to be magnetic steel, minimum 2 1/2" O.D., painted white with car # marked on it. Steel safety loop of minimum 1" x 1/8" thickness located within 1 foot of front U-joint.
- H. Stock rear end for frame used or Ford 9" floater recommended. Any combination okay as long as parts is steel. No aluminum parts except drive plates and spools. No offset. Drive flanges to be of equal distance on both sides of frame. No independent rear end (Corvette, Jaguar). Rear trailing arms must remain mounted in stock frame locations, NO EXCEPTIONS! One hole upper and lower for each trailing arm mount location, NO EXCEPTIONS! No aftermarket limited-slip or ratchet style rear ends (Ex: Gold Track, True Track, or Gleason, etc....).
- I. No gun-drilled axles.

8.8 Suspensions and Steering

- A. Steering wheel to be quick-release style.
Reference numbers to match dimensions are Moog part# D909 for center link, ES2034RL for inner tie rod ends, ES2033RL for outer tie rod ends, and K6187 for the idler arm.
- B. Stock steering box and linkage only. Steering quickener allowed. Steering shaft must have 2 u-joints or be collapsible style.
- C. Stock metric lower "A" arms only in stock locations, NO EXCEPTIONS! Stock unaltered metric spindles and rotors except for wheel bolt pattern and hole for outer tie-rod end. No aftermarket or dropped spindles. **One steel unaltered shock per wheel at any mounting position. No externally adjustable, coil over, air, or remote reservoir shocks. No Schroeder or gas refill ports. No coil over eliminators.** A Coleman hub may be used on the front only.
- D. All A-frame, trailing arms, steering components and suspension mountings must remain stock for frame in factory frame position. Outer tie-rod ends may be replaced by 0.625 or larger steel heim joint with a solid (no seam) steel adjuster sleeves and jam nut only. Rear trailing arms may be aftermarket, but must be stock length and use bushings. No heims, mono balls or adjustable. Length measured center-to-center, upper 11-1/8", lower 19-1/4". Must be same measurement side to side.
- E. ALL BALL JOINTS MUST BE STOCK FOR FRAME USED, NO EXCEPTIONS! If a metric frame is used must use stock dimension metric ball joints only, NO EXCEPTIONS!
Reference numbers to match dimensions are Moog part# K5208 for upper ball joint and K6145 for lower ball joint.
- F. Any OEM type sway bar permitted.
- G. Front upper control arm may be replaced with complete steel tubular drop in replacement, one-piece control arm of stock length (8"), plus or minus ½" of stock length using stock ball joints in stock location, NO EXCEPTIONS! No cutouts or modifications allowed. No alum components allowed, no adjustable cross shafts and slotting allowed, if slotted upper A arms are used you must weld a washer on the slot as not to be able to adjust control arm. No bearings, bushings or heim joints allowed.
- H. No aluminum components allowed except for steering quickener.
- I. Rubber Bushing Replacement – Stock or plastic and greasable bushings allowed. **No offset or bearing type (mono-ball) allowed.**

8.9 Brakes

Four-wheel foot operated hydraulic brakes in working order. Dual master cylinder allowed. Limiting or proportioning valves okay. GM Metric frames must use unaltered GM Metric calipers only. No aluminum, aftermarket caliper replacements.

8.10 Fuel and Tanks

- A. A. Pump gas only, E85 allowed, no alcohol or additives.
- B. B. Approved fuel cell to be enclosed in 22-gauge sheet metal with 2 straps in both directions. Straps to be 1" x 1/8" steel. Ground clearance of 10". Fuel cell protection bar on the bottom (as low as the fuel cell). Minimum of 1 1/2" x .065 wall square tubing fuel cell hoop with two or more braces to frame (One on each side of fuel cell). Fuel cell to be filled from top and have approved cap, no bottom draw fuel cell, outlet must be on top. No fuel lines in driver area.
- C. C. Stock style fuel pump in stock location. No electric or belt driven pumps.
- D. D. No bottom draw fuel cells. Outlet must be on top.
- E. E. The fuel cell breather or vent must have a one-way check valve to prevent spillage in case of a wreck or rollover and below bottom of tank.

8.11 Bumpers and Protection Bars

- A. Stock bumpers may be reinforced; ends must be strapped to fenders. Must have both bumpers to race. If rear bumper falls off during competition, protection bars must protect the fuel cell. Radiator protection bar may be no higher than the front of the hood or exceed 8" above the frame rail and no wider than the frame rails and may not extend beyond the front of the bumper. Trunk protection bar no higher than the rear of the trunk lid. Protection bars to be 1 3/4" x .095" wall round tubing or smaller. Side protection bars to be no larger than 1" x .095" wall square tubing with the ends capped at 45-degree angle. **On doors only, may run lexan rub rails no more than 6" tall and protruding out 1" from door.**
- B. All cars must have a loop, hook or other provision in the centerline of the front and back, behind the bumper line for the wrecker to hook on to.

8.12 Wheels and Tires

- A. A. Racing steel wheels of 8" maximum width, minimum weight of 19lbs. NO wide 5 wheels. Bead locks are allowed on right side of car only!
- B. B. 1" hex steel lug nut mandatory. Studs must pass through lug nut completely.
- C. C. Hoosier "E-MOD RC-4" tires only. No grooving, siping, or softening allowed. Tire grinding allowed with a 16 grit or finer fiber disc. (NO steel discs).
- D. D. Foam type or soft plastic mud plug allowed on right side tires only

8.13 Electrical

12-volt electrical system only, one 12-volt battery only, which must be located behind driver area between frame rails. Battery must be no lower than frame rail and securely fastened. An On/Off and start switch to be clearly marked in driver area and easily reached by driver. A second battery kill switch must be located behind driver easily reached by safety crew and KILL ALL POWER TO CAR!

8.14 Weights

Minimum car weight 3000 lb. Weights to be bolted on securely, painted white with car number and division on each weight. No weights in driver's compartment allowed. **Loss of any weight during a race will result in a money penalty and disqualification!**

8.15 Mirrors

Absolutely no mirrors allowed

8.16 IMCA Stock Car crossover rule

IMCA Stock Cars must run their rules.

8.17 Transponder Location

See general rules for ALL transponder information

SECTION - 9 STREET STOCK DIVISION 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE IN LISTED IN THE GENERAL RULES.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A SPEEDZONE OFFICIAL.

THANK YOU!

9.1 FRAMES

1964 or newer U.S. manufactured rear wheel drive passenger cars full frame or unibody, minimum 108 inch wheelbase. **Camaro, Firebirds, El Camino's, convertible's, and station wagons are prohibited.** Other models are approved provided they are the same body configuration, meet the spirit and intent of competitive racing, and must be approved by Track Officials. All frames or unibodys must remain stock unaltered. X-Bracing, Plating for strength or repair is allowed. The front and rear frame sections of unibody race cars will be connected by a **minimum** of 2"x 3"x 0.12" square tubing, safely welded to maintain a solid floor structure. Rear frame replacement is allowed for rusted rear frame rails. 2"x 4" square tubing must be used in place of rear frame rails, placed no further back than the rear spring pockets and no longer than factory specs.

9.2 Weight

The specific minimum weights for all cars are listed below. All weights are with the driver, after competition.

<u>Car Type</u>	<u>Minimum Weight</u>
-----------------	-----------------------

Spec Motor	3100 lb.
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Non Spec Motors	3300 lb.
------------------------	-----------------

Prior to competing all drivers will post the cars weight on the passenger side "A" pillar with decal.

9.3 Weight Penalties

FIRST OFFENSE - disqualification and loss of points and money for that event.

SECOND OFFENSE - disqualification, loss of money for that event, loss of points for year, and a 3 event suspension

THIRD OFFENSE - disqualification, loss of money for that event, loss of points for year, and suspension for remainder of the year

Open shows, and cancelled events do not count as "events" for the purposes of serving suspensions.

9.4 Weight and Ballast

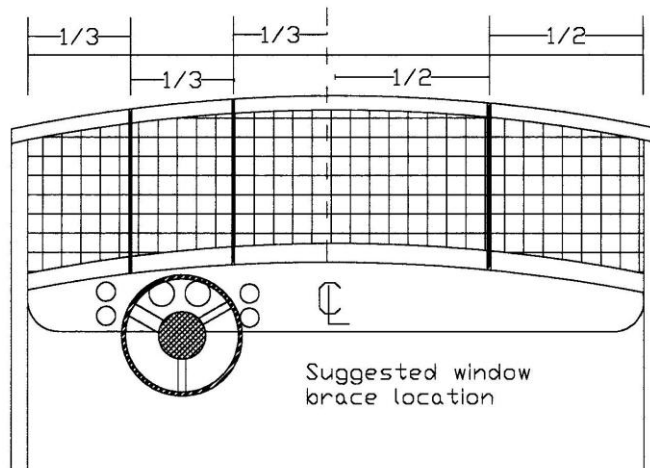
Added weight (ballast) may be steel or lead. All weights must be securely attached for inspection. Loose weights are prohibited.

Added weights must be painted white and have car number on each piece. Weight must be secured by no less than two ½-inch diameter bolts. The maximum spacing between bolts is 10 inches. No more than 50 pounds of weight for every two bolts. No weights may be added outside the body or inside driver's compartment. Weights added behind the rear end shall be no lower than the bottom of the frame member to which the weight is attached.

Loss of ballast penalty see track operations rules.

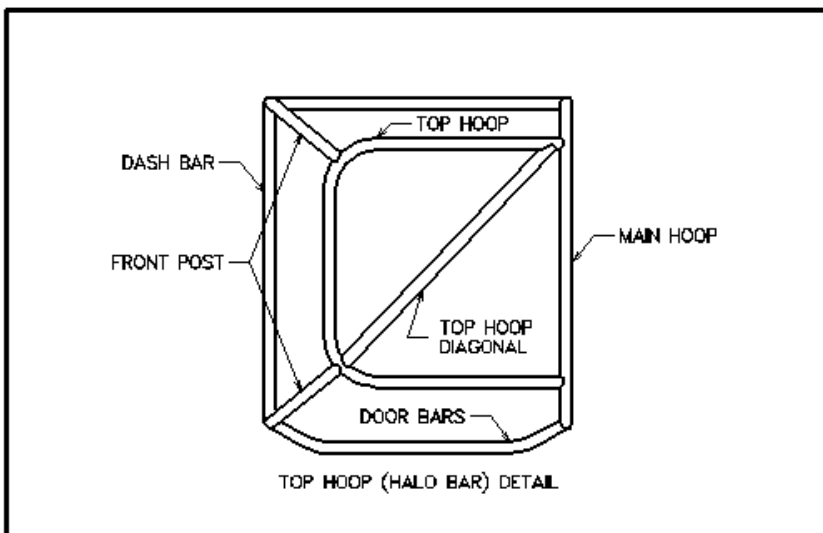
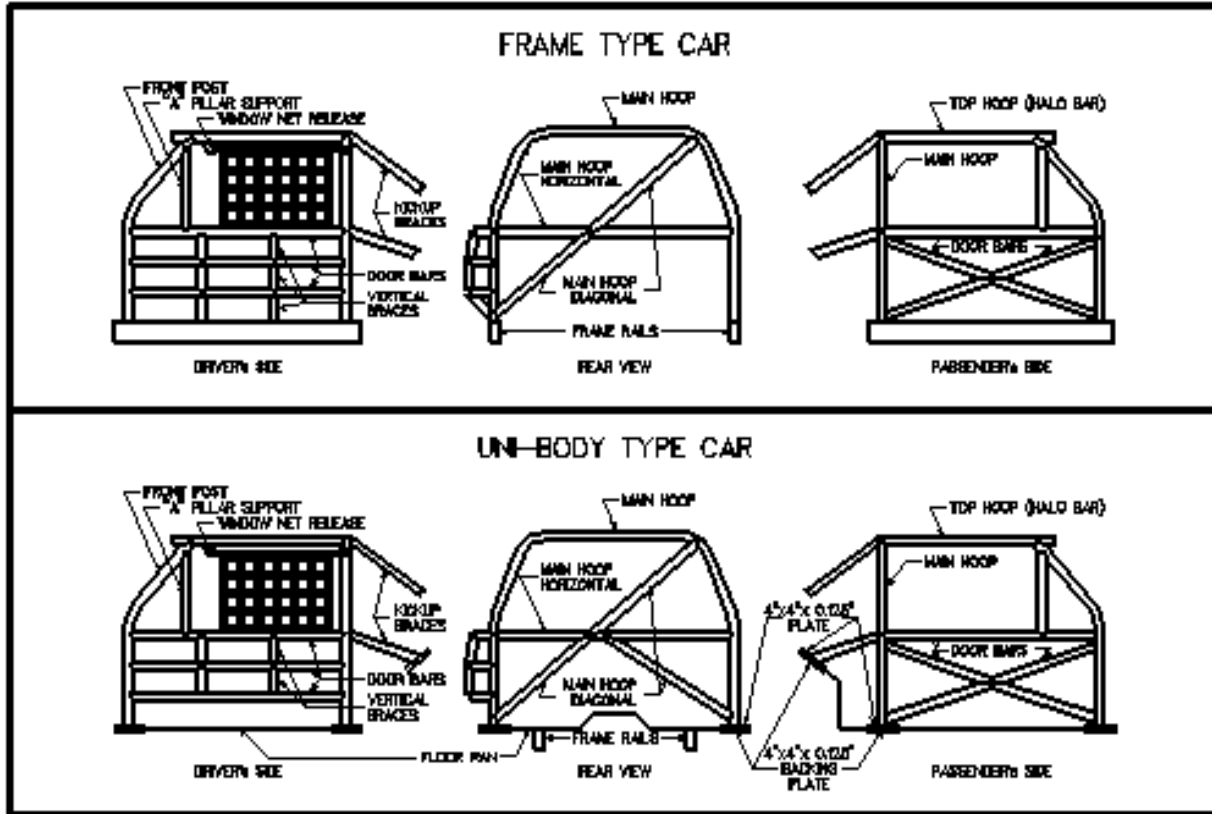
9.5 BODIES

All cars must maintain a neat appearance. Cars must have stock appearing bodies with O.E.M steel or O.E.M steel replacement panels. Body swaps up to the year of 2000, are allowed as long as body matches wheelbase of the frame. Fabricated body components are allowed as long as they have the same steel thickness, wheel openings and contours of the O.E.M. components. Rear spoilers are allowed maximum of 5" and no wider than rear trunk lid. Wheel openings may be cut for clearance but must be capped or rolled edge. All body panels may be gutted, including hood, roof, fenders, doors, quarters and trunk. Hood must be separate from fenders in O.E.M. location, with rear sealed off from drivers compartment with metal. All inner wheel wells may be removed. Rear edge of trunk may be trimmed or removed only if aftermarket tail piece is used. Trunk must be closed off from driver's compartment. All holes covered by rust or equipment removal must be covered by steel. Stock dashboard must be removed and replaced with a non reflective material. All glass (windows, headlights, etc.) Exterior body moldings (chrome trim, door handles, etc.) combustible materials (interior, seats, headliners, etc.) must be removed. Opera windows may be closed off by steel, or lexan. All factory trunk and hood latches must be removed and replaced w/ clip style hood pin assembly. Minimum 4 hood, and 2 trunk pins required. Front and rear bumpers must mount in stock location. Cars using a plastic nose or tail piece may use 1 3/4" round tubing securely fastened to the frame and no wider than the factory bumper. A reinforced, 1" or smaller, full width, steel wire mesh windshield screen is required. The wire diameter shall be no less than .063" for mesh larger than 1/2" or no less than .035" for mesh smaller than a 1/2". A minimum of 3 reinforcements must be installed behind the wire mesh. The reinforcements may be a minimum of 3/8" round, 1/2" square tubing, or 1/2" "T" section. 2 of the reinforcements must be evenly spaced on the drivers half of the windshield opening and one reinforcement must be centered on the passenger's half of the windshield opening. (SEE DIAGRAM) The reinforcements must be bolted or welded to the roof panel or roll bar and dash panel in an approved manner. Rub Rails are allowed and can be no larger than 1" in diameter and have maximum wall thickness of .125" and have the ends cut at a 45 degree angle and be capped and be flush mounted to the body. The rub rail must be mounted between the center of the wheel and top of the rim and be no longer than 4" from each wheel opening. No hood scoops! Rocker panels can not be lower than 5" from ground. Stock interior floor must remain in place
The full stock front firewall must remain in place and any holes must be patched and sealed. If firewall needs to be replaced, the stock dimensions must be used to rebuild firewall.
Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory appearing manner with 20 gauge (.0359") thick steel plate. Right side of floor may be no higher than the drive shaft tunnel for muffler clearance. (Drive shaft tunnel does not mean transmission bell housing)
Rear firewall maybe located no further forward than rear halo supports, and no higher than bottom of rear opera window. All holes must be covered with min of 22 gage steel.



9.6 ROLL CAGE

Roll cage must be acceptable to track Officials. All bends in the roll bar tubing must have a smooth radius and no kinks. It is mandatory that all joints be gusseted. Offset roll cages are prohibited. Laid-back roll cages are prohibited. The roll cage must be a four-post design consisting, in general, of: a vertical main hoop; top hoop or halo bar with diagonal bar; and left and right front post.



Some tracks may allow alternative rule for metric frames, I.M.C.A. stock car rule [maximum 41" {48" for 1988-1996 GM bodies} from top center of windshield to the front edge of the rear hoop]. Cars running by the I.M.C.A. rule must be preapproved by each track they compete at.

The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally braced. The main hoop may be located no further back than the rear body mount by the frame kick-up. On GM "X" body frames, the back of the main hoop may be located no further back than 82½-inches from the center of the front lower ball joint. The main hoop must have a horizontal bar at the midpoint. The main hoop bar must be round steel tubing no less than 1¾-inches in diameter and have a minimum wall thickness of 0.095 inches. All other main hoop support bars may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches. DOM tubing recommended. Black pipe, exhaust tubing, formed pipe, etc. is prohibited. The top hoop must attach to the main hoop, and left and right front posts. The top hoop must be diagonally braced. A horizontal "dash" bar must connect the left and right front posts. The top hoop, and left and right front posts must be round steel tubing no less than 1¾- inches in diameter and have a minimum wall thickness of 0.095 inches. The dash bar may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches. "A" pillar supports are allowed. The driver's side front post must be connected to the main hoop by three, or more, equally spaced, horizontal bars, mounted flush with the outer door skin. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces. A foot protector bar is mandatory. All driver side door bars and braces must be round steel tubing no less than 1¾- inches in diameter and have a minimum wall thickness of 0.095 inches. The complete driver's side door bar area must be plated with steel plates no less than 0.095 inches thick. The passenger side must be equipped with a minimum of three door bars, two of the bars must be "X" design. Horizontal bars must be equally spaced and connected by two, or more, equally spaced vertical braces. All passenger side door bars and braces may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.083 inches. The main hoop must be connected to the back of frame kick up by a minimum of two bars. The bars must be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches. All roll bars exposed to the driver, and left side door bars, must be padded. All steel bars in roll cage area must be a minimum 1¾ - inches diameter. Chassis' must be equipped with a fuel cell protector bar. The fuel cell protector bar must stay within the confines of the trunk, ahead of the rear bumper, and no lower than the bottom of the fuel cell.

All roll cages must provide 2-inches, or more, clearance, measured from the bottom of the top halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, with the helmet on and in the driving position.

9.7 SUSPENSION

9.7.1 Front Suspension

All components and mounts must be steel, unaltered O.E.M, in O.E.M location and match frame. Rubber, polyurethane or nylon lower A-frame bushings only. No offset or bearing type. O.E.M or O.E.M replacement ball joints allowed. For 1978-1987 G.M. mid-size metric frame, O.E.M. Upper A-frame may be replaced using aftermarket upper A-frame. ALL "A" Frames used must meet OEM Specifications. Steel Coleman hub is approved for right front only. Sway bars are allowed as long as in stock location and OEM year make and model and NOT hollow, stock brackets and rubber, or poly urethane bushings. No adjustable cross shafts and no slotting allowed, if slotted upper control arms are used you MUST weld a washer on the slot as not to be able to move control arm. NO Bushing Type, Bearing Type, Heim Joint Type upper control arms allowed!

9.7.2 Steering

All components must be steel, unaltered O.E.M. in O.E.M. location and match frame. Exceptions are: bolt on spindle savers are allowed, O.E.M. steering column must be replaced with steel knuckles and steel steering shaft,(collapsible recommended), quick release is required.

9.7.3 Shocks

Must run steel non adjustable shocks in stock location! ALL SHOCKS must be "STOCK" type shocks!

9.7.4 Springs

Must run steel springs in stock location only. Racing rear spring mounts can be installed on rear axle housing. Non-adjustable spring shims are allowed. Leaf spring cars are allowed up to a five inch (5") spring shackle mounted in stock location and must be equal length side to side.

9.7.5 Rear Suspension

All components and mounts must be steel, unaltered O.E.M., in O.E.M. location. Rubber or polyurethane bushings allowed. **All trailing arms, and mounts must be O.E.M. and in O.E.M. location. Trailing arms can be boxed for strength** or replaced with DCA after market trailing arms. NO adjustments on any trailing arms!

9.7.6 Rear End

Any O.E.M. steel unaltered non-cambered rearend (housing & carrier) and matches frame is allowed. **No factory or aftermarket posi-traction or limited slip carriers allowed!** Mini spool or welded carriers only. O.E.M. or steel aftermarket axels allowed.(No gun-drilled axels) C-clip eliminator kits allowed.

9.7.7 Optional FORD 9"

Stock rear end for frame used or optional Ford 9". Any combination okay as long as parts are steel. No aluminum except drive flanges. Drive flanges to be of equal distance on both sides of frame. No independent rear end (Corvette, Jaguar). Rear trailing arms must remain mounted in stock frame locations. One hole upper and lower for each trailing arm mount location. No aftermarket limited-slip or ratchet style rear ends (Ex: Gold Track, True Track, or Gleason, etc....). Mini spool or welded spider gears only.

Ford 9" allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing

Ford 9" and stock rear ends may run rear disk brakes with a minimum rotor thickness of .810 inches.

Other stock rear ends maybe reinforced from backing plate to center housing and also may be XXX'd.

9.8 Transmission

O.E.M. automatic transmissions that match car make.(G.M. in a G.M. or Ford in a Ford etc.). Vehicle must have two forward gears and one reverse, plus neutral. With engine running car in still position must be able to engage car in forward and reverse gears. Torque converter must be unaltered O.E.M. or O.E.M. replacement (No dummy converters allowed). Torque converter must be a minimum of 10" at face. NO add on pumps to transmission. External transmission oil coolers are allowed. No transmission coolers allowed in driver's compartment. Drive shaft must be O.E.M. steel, 2.5 inches in O.D., painted white with labeled with car number. All cars must be equipped with driveshaft hoop. The hoop must be constructed with .25 inch by 2 inch steel located 6 to 8 inches behind the front u-joint connected to the frame.

9.10 BRAKES

Steel, unaltered O.E.M., or unaltered O.E.M. replacement, operative 4-wheel brakes allowed. Front components must match frame and maintain minimum O.E.M. dimensions for hubs, rotors, calipers. O.E.M. diameter caliper pistons only. No vented, scalloped, or ceramic coated rotors. No floating brakes allowed. No brake shut off devices allowed. No adjustable proportion valves. Brake lines must be visible. (Not running thru tubing or frame) Plastic brake lines allowed. You may remove O.E.M. vacuum brake booster and master cylinder and replace with O.E.M. manual brake master cylinder. No after market break pedals with dual cylinders.

9.11 ENGINES- **ALL ENGINES ARE SUBJECT TO INSPECTION AND /OR TEAR DOWN**

ALL ENGINES MUST MEET ALL SPEEDZONE MOTOR SPECIFICATIONS, NO CLAIMER MOTORS.

Only V-8 engines are permitted. Engine may be unsealed or sealed. The unsealed engine is not claimable, but protest able. The sealed engine is not protest able as long as the seals remain intact. Engine must be of Parent Corporation of frame. The maximum displacement for General Motors and Ford engines is 363.0 cubic inches. The maximum displacement for Mopar engines is 368.0 cubic inches. The maximum compression ratio is 10.80 to 1 for all engines. Engine mounts may be after market. The engine must remain in the stock V8 location. No setback allowed. On a GM metric chassis, the centerline of the fuel pump must be no less than 2¾ - inches ahead of an unaltered crossmember.

9.11.1 Engine Blocks

Block must be a factory production cast iron block with external measurements identical to the standard production engine. Angle milling of block is prohibited. All engine block markings must remain.

9.11.2 Crankshaft and Harmonic Balancer

Only OEM cast iron or forged steel crankshafts, or the following aftermarket crankshafts, are permitted:

<u>Manufacturer</u>	<u>Pro-Line Scat</u>	<u>C.A.T.</u>	<u>Eagle</u>
GM	-----	5-350-3480-5700 -----	435034805700
FORD 351W	-----	4-351W-3500-6000 -----	435135006200

Titanium crankshafts are prohibited. Lightweight, knife-edge, and undercut counterweight crankshafts are prohibited. Crankshafts with journals undercut more than 0.030 inches prohibited. Minimum crankshaft weight is 50.5 lbs. Other aftermarket crankshafts may be permitted provided the journal diameter and stroke are the same as OEM and they weigh a minimum of 50.5 pounds. Only OEM, all steel, standard type harmonic balancers are permitted. Aluminum or fluid type balancers are prohibited.

9.11.3 Pistons and Rods

Any after market piston, with the wrist pin in the stock location, may be used. Stock dimension wrist pins must be used. Only OEM magnetic steel, forged, connecting rods, or the following OEM replacement connecting rods, for the make and model engine, are permitted:

<u>Manufacturer</u>	<u>Pro-Line</u>	<u>Scat</u>	<u>C.A.T.</u>	<u>Eagle</u>
GM	ROI-1-11	3-ICR-5700P	CR-350	-----
	ROI-1-13	3-ICR-5700	CR-350B	-----
FORD 302	ROI-2-15	3-ICR-5090P	CR-302 S	IR5090FP
		3-ICR-5090		SIR5090FB
FORD 351W	ROI-2-16	-----	CR-351W	SIR5956FP
				SIR5956FB
MOPAR	ROI-3-4	-----	CR-318	SIR6123CB

Any aftermarket, magnetic steel, rod bolt may be used. Cap screws are prohibited. Titanium rods and rod bolts are prohibited.

9.11.4 Oil Pump, Pan, and Cooler

Wet sump oil pumps only. Dry sump oil pumps are prohibited. Any after market oil pan, without an oil recovery pouch or power kickout on passenger side, may be used. External engine oil coolers are permitted. Coolers may not be located in the driver's compartment. Oil accumulators (Accusump's) may not be located in the driver's compartment. From front of oil pan 16" back 1" from top of pan 1" inspection hole on drivers side.

9.11.5 Cylinder Heads

Cast iron cylinder heads only. Must be O.E.M. Stock or O.E.M. replacement parts. (Allowable head numbers are 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997) or any other OEM stock replacement head that fits these criteria. General Motors Vortec (Casting P/N 10239906 or 12558062) and SR cylinder heads are permitted. General Motors Vortec cylinder head P/N 25534351 & 25534371 are prohibited. Vortec heads may be drilled and tapped to install intake manifold.

No Dbl hump, angle plug, bowtie, W-2, GT-40 or SVO heads are allowed. SPECIALLY PRODUCED LIMITED PRODUCTION PARTS SUCH AS CORVETTE Z-28, OR MARINE APPLICATIONS TYPES ARE NOT ALLOWED! Aluminum cylinder heads are prohibited. Titanium valves are prohibited.

Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No material may be added to the combustion chamber. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve.

The maximum valve sizes, as measured across the face, are as follows:

<u>Manufacturer</u>	<u>Intake</u>	<u>Exhaust</u>
GENERAL MOTORS		
VORTEC	1.940 inches	1.500 inches
ALL OTHER GM	2.020 inches	1.600 inches
FORD "CLEVELAND"	2.046 inches	1.656 inches
FORD "WINDSOR"	1.8437 inches	1.5469 inches
MOPAR	2.020 inches	1.625 inches

The maximum allowable spring diameter is 1.32 inches. No beehive or double spring, and must appear OEM.

9.11.6 Camshafts, Valve Lifters, & Rocker Arms

Only flat tappet, steel, camshafts may be used. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.500 inches, measured at the valve retainer. Chain and sprocket camshaft drive system only. No roller tappets, or mushroom lifters are allowed. Valve spring retainers must be magnetic steel only. Only the following steel, straight barrel lifters are allowed:

<u>Manufacturer</u>	<u>Maximum Diameter</u>
GENERAL MOTORS	0.843 inches
FORD	0.875 inches
CHRYSLER CORP.	0.904 inches

Rev kits and stud girdles are prohibited. Only steel push rods are allowed. Only stock rocker arms are permitted. Roller rocker arms are prohibited.

9.11.7 Intake Manifold

Any cast iron, OEM, non high rise, intake manifold is permitted. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other alterations to the original, as cast, intake manifold is prohibited. General Motors intake manifolds 14096242, 14096011, 14097494, and 12366573 are prohibited.

Only the following, unmodified, one (1) inch, straight bore, phenolic adapter plates may be used between the intake manifold and carburetor:

Canton	Brzezinski
Racing	Racing
Competition Products	
#85-050	#108
#85-060	#105
#85-070	#101

NO chamfering, grinding, or drilling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used.

9.11.8 Carburetor

Street Stock engines must run a Holley Model 4412S or 4412C two-barrel, carburetor. The carburetor must meet the following:

- A. Carburetor Body - No polishing, grinding, or drilling permitted. Factory type air bleeds only. Screw in air bleeds are prohibited.
- B. Choke - The choke may be removed.
- C. Choke Horn - The choke horn may not be removed.
- D. Boosters - The boosters and booster location may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
- E. Venturi - Venturi area must not be altered. Casting ring must remain.
- F. Base Plate – Base plate must not be altered.
- G. Butterflies - Butterflies must not be thinned or tapered. Retaining screws may not be altered.
- H. Throttle Shafts - Throttle shafts must not be thinned.
- I. Metering Block - Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.

Any carburetor can be claimed either for \$25.00 plus a carburetor of the same model from claimer's engine used in that race, or \$250.00 outright. Claims must be made, by the Competitor, to a Track Official in the Claim Area immediately after the completion of the division A Main race and be accompanied by cash or cashier check. Claims are limited to the top 5 finishing positions in the race. Claimee must have competed in A Main race. In order for the fifth place car to be eligible to make a claim, the fifth place car must have finished on the same lap as car which finishes in fourth place.

Any attempt to pull outside air other than down thru the venturies is prohibited. Throttle linkage must be solid rod, cable type linkage is prohibited. Two carburetor return springs, mounted in two directions, required. Gas pedal must be push/pull type. Toe loop required on gas pedal.

141 Speedway Engine Configuration (to be phased out in 2013)

- a. NO ALUMINUM HEADS OR ALUMINUM ENGINE BLOCKS.
- b. Must be on the same corporate family as the chassis.
- c. Welded stock and after market motor mounts allowed. MUST be in original position.
- d. Engines may be chained or strapped to restrict movement.
- e. Must be stock appearing. No external modifications allowed.
- f. Engines must be able to be used in a conventional passenger car without alteration
- g. Castings must not be changed.
- h. No machining on outside of engine block.
- i. Cast iron intakes and exhaust only.
- j. (Seymour Only) Exhaust pipe must extend beyond firewall. (Optional) muffler.
- k. Oil accumulators may be used but must be safely mounted. (Mounting subject to track tech approval)
- l. No electric fuel pumps or belt drive pumps.
- m. Fuel pump must remain in front of cross member or in stock location.
- n. Single OEM carburetor (two or four barrel) allowed. Holley 4412 allowed unaltered. (No Holley 4 Barrel allowed.)

Holley 4412 carburetor rules:

1. Carburetor Body – No polishing, grinding, or drilling permitted.
2. The choke may be removed
3. The choke horn may not be removed
4. The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
5. Venturi area must not be altered. Casting ring must remain.
6. Base Plate must not be altered.
7. Butterflies must not be thinned or tapered. Retaining screws may not be altered.
8. Throttle shafts must not be thinned.
9. Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.
10. Holley 4412 adapter plate maximum height 1 ¼" with gaskets
11. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.

9.13 ELECTRICAL

Stock type distributor ignitions only with nonadjustable, non-multiple spark discharge. HEI type distributors must have the coil mounted in the distributor cap. Stock type module must be used. No external ignition boxes. Magnetos and crankshaft-triggered ignitions are prohibited. 12-volt battery and Electrical systems only. An ignition switch clearly marked on/off within reach of the driver is required. In addition to the ignition switch, a battery disconnect switch, mounted behind the driver and within reach of the safety crew, is also required. The disconnect switch must shut off all power to the car. The battery must be located behind driver's seat or in the trunk area, between the frame rails. If the battery is located in the driver's compartment, it must be enclosed in a container. If the battery is located in the trunk area, it must be between the frame rails and no lower than the bottom of the frame rail. The positive terminal must be covered. Timing advance knob allowed, must be external adjusting in engine compartment only! A recommended, marine type battery box to have a full steel plate bolted to floor and approved by track officials.

9.14 EXHAUST SYSTEM

O.E.M. unaltered cast iron exhaust manifolds only. All exhaust must extend past driver and exit under car. Exhaust pipe can be maximum size of 2.5 inch I.D.

9.15 COOLING SYSTEM

Radiators must be mounted in front of engine, not protruding thru hood, and can be any size. Aluminum radiators, water pumps, and pulleys are allowed. Electric fans allowed. All cars must be equipped w/ an approved overflow and catch can. Aftermarket or handmade fan shrouds are allowed. No aftermarket devices allowed that spray liquid on radiator. Water wetter is allowed.

No antifreeze or dex-cool allowed!

9.16 WHEELS AND TIRES

Aftermarket steel 15 inch X 8 inch racing wheels only. Minimum weight of 19lbs. Beadlocks allowed on right side only. A minimum of 5/8 inch wheel studs and 1 inch steel lugnuts are mandatory. Wheel spacers allowed up to one inch thick. Foam style or soft plastic mud plug allowed on right rear only. Right side tire pressures must be 15lbs. Pre-race to Post-race. Tires must be a Goodyear Eagle Short Track Special D3264-C400, D2599, D2342, D2345, D3268, 27 inch or 27.5 X 8 inch X 15 inch, Hoosier 26.5 inch X 8 X 15-500 and 27 inch X 8 inch X 15 inch-500. Tire reconditioning is allowed with a 16 grit or finer fiber disk with approval of Track officials.

G60 tire allowed. Siping allowed ONLY on the G60 tire.

9.16.1 TIRE DUROMETER LIMIT

Tire durometer limit: Up to 5 cars can be selected at random, prior to the start of qualifying races. Durometer readings will be taken at three points across the rear tires of each car. The readings will then be averaged together. The minimum allowable durometer reading of any tire prior to qualifying races, will be 90 percent of the average reading.

Example:

Average reading of 5 cars selected is 50, the minimum is 45.

9.17 FUEL

Gasoline or E85 only. Racing fuel is allowed. No performance enhancing or scented additives allowed. Track officials reserve the right to test any competitor's fuel at any time.

9.17.1 FUEL SYSTEM

Mechanical OEM push rod type fuel pumps only. All cars must be equipped with a racing fuel cell. The maximum capacity of the fuel cell is 22 gallons, and a minimum of 20-gauge steel. Fuel cell must be securely fastened in trunk area centered between rear frame rails, behind rear tires, no further forward than the factory seam where rear frame rail can be replaced and must have a metal firewall between driver and fuel cell.

Minimum height of bottom of fuel cell must be 12 inches at all times. The container must have (2) 1 inch by 1/8 inch steel straps around all 4 sides. Fuel cell vents including cap vent must have check valves. Fuel lines placed through drivers compartment must run through metal pipe or conduit. One fuel filter only and can not be placed in driver's compartment. Fuel cell vent hose must be below fuel cell.

9.18 MISCELLANEOUS EQUIPMENT

9.18.1 Seat

The seat must be a purpose built racing seat made of aluminum, and installed in a manner acceptable to Track Officials. It is recommended that the center of the seat be no less than 16 inches from the inside edge of the driver's side door bar. No less than 4, 1/2- inch diameter grade 5, bolts must be used to attach seat to roll cage. A flat steel washer no less than 1 1/2 inch in diameter must be installed between the head of the bolt and seat. Seat must be equipped with a padded cover. Headrest on seat is mandatory.

All roll cages must provide 2-inches, or more, clearance, measured from the bottom of the top halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, with the helmet on and in the driving position.

9.18.2 SAFETY – SEE SAFETY SECTION ON OPERATION RULES

Fire Control System: Car may be equipped with a fully charged fire extinguisher or on-board fire control system. A fully charged, 5 lb. minimum, ABC class, fire extinguisher must be provided and readily available in each pit stall.

Window Net: 1-inch web or knitted mesh window net on the driver's side. The minimum allowable length is 12 inches. The window net must attach to the roll cage at the bottom and release with a seat belt snap or Speed Zone approved release on the top front corner of the window. Window net must be in the up position any time the car is on the racetrack. Window net mounting subject to approval of track officials.

Tow Hooks: Front and rear tow hooks capable of supporting the weight of the car are mandatory and accessible to wrecker personnel.

Mirrors: Mirrors are prohibited.

Two Way Radios: All in-car communication devices are prohibited. A SW1600 model Raceciever, tuned to channel 0000 (454.000) is mandatory.

Transponder Location: Transponder must be placed twenty four inches (24"), or more, behind the center line of the rear axle to the forward edge of the transponder, on the right side frame rail. No metal of any kind can be between transponder and track. Transponder pouch should be placed horizontally with no obstructions between the pouch and the ground. If transponder pouch is mounted to round tube frame components with nylon ties, secure the transponder pouch so that it cannot spin from its horizontal position. This may be done by duct taping the nylon ties to the frame rail.



SECTION - 10

DIRT DEVIL DIVISION – 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE IN LISTED IN THE GENERAL RULES.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A SPEEDZONE OFFICIAL.

THANK YOU!

Once you move out of the 4 Cylinder division to another higher division, you can not move back to 4 Cylinders for a 1 year time period!

10.1 Chassis

2004 or older front wheel drive 4-cylinder passenger cars. Other models may be pre-approved by Track Officials. Full frame cars are prohibited. All wheel steering cars are prohibited. Engine and or parts replacement is permitted as long as the replacement is identical to the original. All components utilized must match the VEHICLE IDENTIFICATION NUMBER (VIN) for the make and model of car. The VIN must remain in the OEM location and must be clearly visible and unaltered. Cars missing VIN will not be allowed to compete.

10.2 Bodies

Bodies must be in factory condition. Approved modifications allowed. Bodies must be neat appearing. Bodies must be OEM steel or OEM replacement steel. Aftermarket parts or fabricated body parts are prohibited. Spoilers, air dams, wings are prohibited. Hood scopes, front and rear skirts are prohibited. Side skirts are allowed per OFFICIAL APPROVAL. Wheel wells must be unmodified and without sharp edges. All body panels must fit per OEM. Body panels damaged during an event must be repaired or replaced in a reasonable time period. Cars with unrepaired or unpainted body panels may not be allowed to compete. Gutting of the interior sheet metal is prohibited. All interior tin must remain intact, with no additions-tinning in unless for fuel cell. The decision of the TRACK OFFICIALS IS FINAL

10.3 Hoods

Must have hood to start race. 2-hood pins use and hood latch removed. OEM hinges must remain intact. Rear trunk lids must be pinned or hatchbacks can be welded shut. No gutting of hoods, trunk lids, or hatchback doors. All insulation must be removed from under hood and the "X" brace must be slit across but not removed.

10.4 BUMPERS

Must have both bumpers to start race. Front and rear bumpers are too be capped with no sharp edges and securely mounted. Both bumpers require a wrecker tow chain, strap or cable and must easily accessible from outside the car.

10.5 DOORS

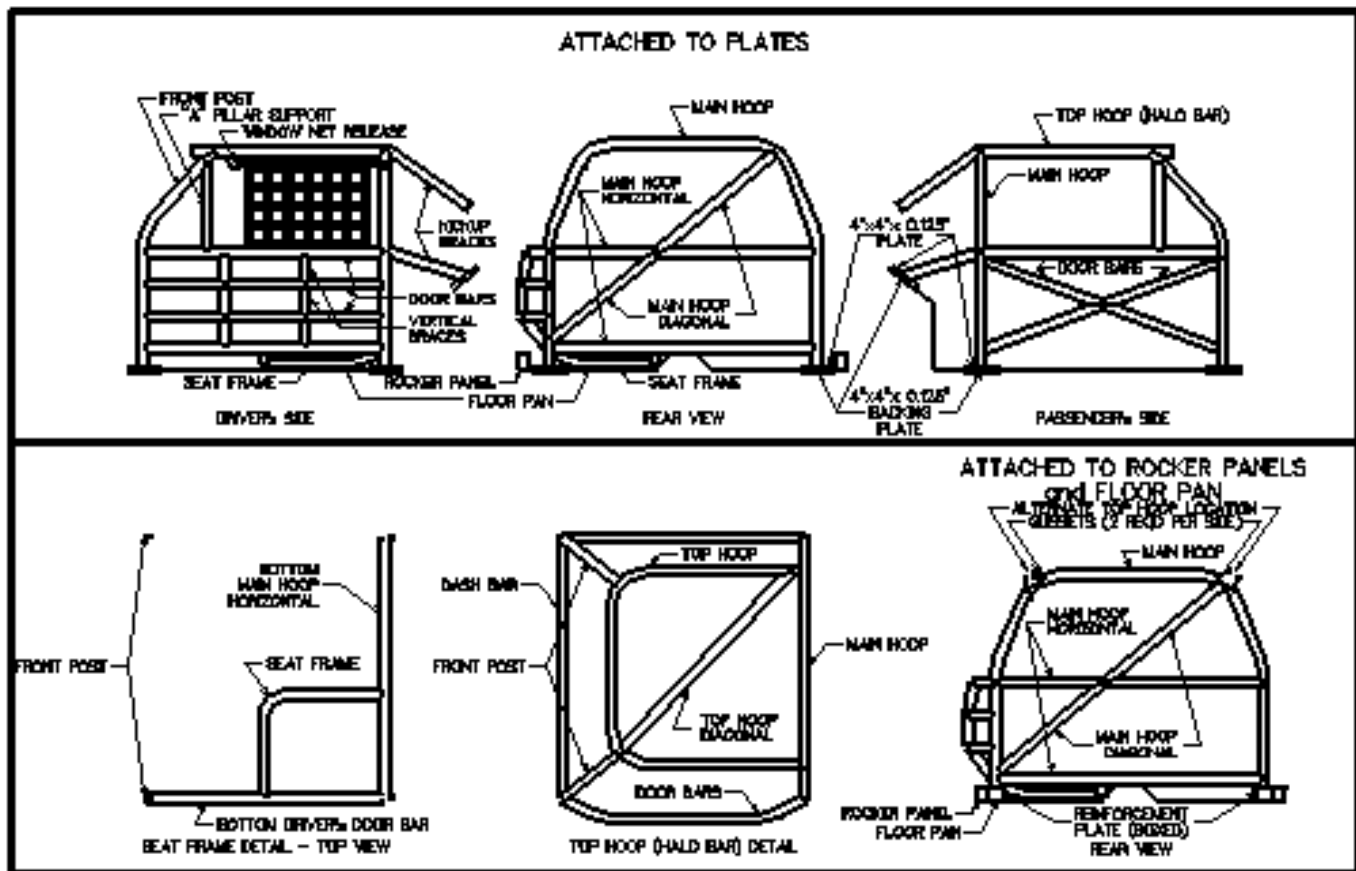
All doors must be welded shut at the front and rear seams including any hatch door. Driver's door may be gutted to allow room for roll cage. Bars must be flush with outer door skins. No gutting of the passenger door allowed. Rub rails are prohibited.

10.6 FIREWALL

All holes in firewall as well as all vent holes must be sealed. Anything running through the firewall must be properly secured. Approval is up to the discretion of the inspector.

10.7 ROLL CAGE

All roll cages must be acceptable to TRACK OFFICIALS. All bends in the roll bar tubing must have a smooth radius without kinks. It is mandatory that all joints are gusseted. Offset roll cages as well as laid-back roll cages are prohibited. Black pipe, galvanized, exhaust tubing, preformed pipe is prohibited. All tubing must be no less than 1 1/2 - 1 3/4 (1 3/4 inches recommended) minimal wall thickness of 0.095 inches in all locations unless otherwise specified. All floor plates must be minimal 1/4 in. flat stock or angle. The cage must be of a 4 post design consisting in general of: a vertical main hoop: top hoop or halo bar: left and right front post and seat frame. The center of the main hoop may be located no further back than 2" from the top parting line of the back of the front door. The top of the top hoop must be within 1" of the bottom of the roof. The vertical main hoop must be welded either to the left and right rocker panels and floor pan using a min. 4"x4"x1/4" steel plate as well as a plate under the panel and bolted together with no less than 3/8" grade 5 bolts. The main hoop must be located behind the driver and have a horizontal bar at the midpoint and bottom, parallel to the floor pan. The main hoop must also be diagonally braced. The top hoop must attach to the main hoop, as well as the left and right front posts must be diagonally braced. A horizontal "dash" bar must connect the left and right front posts. "A" pillar supports are allowed. The driver's side front post must be connected to the vertical main hoop by three or more, equally spaced, horizontal bars mounted flush with the door skin. The door bars must be connected by two or more equally spaced vertical braces. A foot protector bar is allowed and recommended. The complete driver's side door area must be plated with steel plates no less than 0.095" thick. The seat frame must attach to the lower main hoop horizontal bar and bottom driver's side door bar. The seat frame must be made up of no less than 0.095" material. The passenger's side must be equipped with a minimal of 3 door bars. Two of the bars may be "X" design. Horizontal bars must be equally spaced and connected by 2 or more vertical braces. The main hoop must be connected to the floor pan by a maximum of 2 rear support bars. The rear support bars must be welded to a minimum 4"x4"x1 1/4 steel plate at the bottom of each support bar as well as a plate at the underside if possible. All support bars must be inline and properly gusseted. All roll bars exposed to drivers and left side door bars must be padded. Rear strut tower support may be used. It must be properly mounted per OFFICIALS. Unit can be made removable. For all bars and padding configurations see diagram.



10.8 STEERING WHEELS

Stock steering wheels may be replaced with a quick release steering wheel, approved by TRACK OFFICIALS. The steering column must remain stock-OEM. Steering wheel spacers or extensions permitted as long as they do not compromise the collapsible function of the steering column. The center of the steering wheel must be padded.

10.9 SEATS

Aluminum racing seat required and must be securely fastened to the roll cage. 5-point racing belts are mandatory and must be fastened to the roll cage per manufacturer's instructions and acceptable to **TRACK OFFICIALS**. All roll cages must provide 2-inches or more clearance measured from the bottom of the top of the halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, in full race gear.

10.10 ENGINES

Engine must be as factory produced in the body style and year of car without special order. This includes all electronic components. Turbocharged, supercharged, rotary engines, or engines utilizing variable cam timing are prohibited. The displacement and compression ratio on all engines may not be altered. All engine adjustments must be within manufacturer's specifications. Engine mounts must be unmodified OEM and the engine must remain in the stock location. All engine block markings must remain. Only unmodified OEM cast iron or forged steel crankshafts are permitted. All crankshafts, rods, pistons and accessories must remain per that engine. Smog or air pump may be removed as well as air conditioning compressor and hoses. Car must have working alternator with belt. Only an unmodified OEM intake manifold is permitted. Aftermarket manifolds are prohibited. Intake and exhaust manifolds must be for year, make and model of block and have been available in that body style without special order. Grinding or polishing of ports is prohibited as well as any other modifications. OEM carburetor or fuel injection system for the year, make and model. Air intake system must remain stock for the car and unmodified. Aftermarket air cleaners filters allowed must fit factory box. Fuel pressure may not be altered. Stock OEM cooling system only. The cooling system must be for the year, make and model of car. Front screens are permitted. Use of antifreeze is prohibited. Water wetter is allowed. All cars must have an approved overflow canister such as factory catch tanks. Radiator protection bars are allowed. Must be made of 1 ½-1 ¾ tube and no further than 4 "forward of the radiator saddle or mount. May be no taller than 6" and must not be outside of frame rails. NO forward supports or bars outside of frame rails. All cars must have exhaust system and street legal muffler. Replacement exhaust systems must be of the same configuration as the original system. NO flex pipe allowed. All exhaust systems must extend past the driver and exit out the rear or behind the driver in front of the tire.

Dual overhead cars are allowed with a weight penalty of 250#. Weight must be mounted on passenger side of car on seat mounting area subject to track officials. Amount of weight may be adjusted as needed (+/-).

10.11 TRANSMISSIONS

All transmission components to remain completely stock for the year, make and model of car. Transmission may not be reprogrammed, welded or locked. Transmission must work in all forward gears and reverse. Flywheel, flex plate, clutch assembly, and torque converter must remain stock-OEM. No mini clutches or couplers allowed. **No Alum flywheels**

10.12 ENGINE COMPUTERS

No performance chips flashed or altered computers. Computer boxes must remain STOCK-OEM for the year, make and model per car VIN. Any and all computer hook ups shall remain intact and useable. Any car suspected of having an illegal engine computer must surrender the race car to race officials to be checked when asked. If the computer is legal, it will be returned prior to the next scheduled Speed zone event. If the computer is found to be illegal, it will not be returned and the driver assessed a major rules violation. If the computer is found to be illegal, the owner will be responsible for all inspection costs, including—towing, storage and diagnostic fees. All fees will be paid before race car is returned. All illegal parts will be impounded by Raceway.

10.13 GAS TANK

If the stock gas tank is factory mounted ahead of rear axle, it may remain in place. If stock gas tank is behind rear axle, it must be replaced with SFI approved fuel cell (maximum 8 gallons) securely fastened inside a steel container. Fuel cell must have a check valve. NO cool cans. The fuel cell container must be a minimum 22 gauge steel with minimum 1" steel straps and secured with minimum 3/8 bolts. The trunk firewall must be sealed off and fuel cell covered. Fuel line must run outside of car and follow existing fuel lines. No racing, no performance additives, and a maximum of 93 octane gas are to be used. A fuel sample may be collected at any time.

10.14 WHEELS AND TIRES

Stock OEM steel or aluminum rims only. All rims must be the same diameter, width, and offset. Steel wheels must be painted white or a bright color. Must use (1") lug nuts on steel wheels. Acorn nuts are prohibited. Wheel studs must be at least flush with outside of nut. Broken studs and missing nuts are prohibited. No wheel covers, mud plugs, wheel spacers, or pressure bleeders allowed. Stock passenger tires only. Any 4, equal size, DOT, street legal, 60 series or taller tire. Minimum tire depth of 3/16 allowed. Tire size designation must be highlighted in a bright color. No studded tires, chains, or fluid filled tires allowed. Right side tire pressure must be 30 psi or greater. Adding tube to right front recommended. If pressure rule is violated while car is in lineup, the car will be required to start in the back of the race that night after the tire is brought up to 30 psi or greater.

10.15 SUSPENSION

Parts and location must remain stock-OEM, unaltered. OEM rear spindles may be replaced for safety reasons only. No weight jacks, modifications, racing components, aftermarket, or homemade traction devices. Springs, shocks, snubbers, hubs, spindles and struts must remain stock and unaltered and no modifications allowed for liability reasons. All parts must match side to side. Rear wheels must track straight ahead with steer tires with no more than 1/4" of caster camber. Front tires are allowed up to 1" of caster camber from top to bottom of rim.

10.16 BRAKES

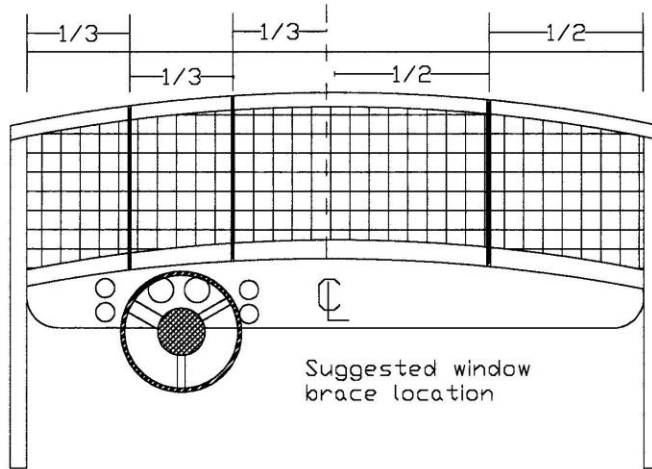
All 4 wheels must have 4 working and functioning brakes. No modifications allowed.

10.17 MIRRORS

Mirrors are prohibited

10.18 WINDSHIELD

A reinforced, 1" or smaller, full width, steel wire mesh windshield screen is required or 1/8" thick polycarbonate for windshield. The screen wire diameter must be no less than 0.063 inch for mesh larger than 1/2 inch or no less than 0.035 inch for mesh smaller than 1/2". A minimum of three reinforcements must be installed behind the wire mesh or polycarbonate. Two of the reinforcements must be evenly on the driver's side half of the windshield opening and one reinforcement must be centered on the passengers half of the windshield opening (see diagram). The reinforcements must be bolted or welded to the roof panel or the roll bar and dash panel in an approved manner. Side door windows can be enclosed behind driver with clear polycarbonate. Rear window must remain open.



SECTION - 11



SPORT MODIFIED DIVISION 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE IN LISTED IN THE GENERAL RULES.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A SPEEDZONE OFFICIAL.

THANK YOU!

11.1 SAFETY EQUIPMENT:

Rules apply at all times car is on track. Snell-rated SA2000, SA2005, SFI 31.1/2005 or 2010 helmet required. Roll bar padding required in driver compartment (*Fire retardant recommended*). SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head restraint system with no neck collar. *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 (Y-type shoulder harness not allowed), must be mounted securely to roll cage, *recommended to be no more than one year old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.

11.2 FRAME:

1964 or newer OEM perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frame must be full and complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, exceptions are: weight jack in original center line of spring tower allowed; frame may be cut a maximum 36 inches forward from center of rear end housing; horns may be removed in front of steering box and notched maximum one inch at bottom for tie rod clearance; front crossmember may be notched and boxed for radiator and/or steering clearance; maximum seven inch wide opening in side of spring tower for spring removal. Maximum two inch wide by four inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width shall not exceed 78 inches from outside of tire to outside of tire. For cars using OEM rear suspension design, rear of frame behind rear tires no further forward than one inch behind factory seam, may be replaced with two inch by three inch steel tubing with 0.095 inch wall thickness. No part of frame can be lower than four inches from ground except front crossmember.

11.3 ROLL CAGE:

Must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with minimum wall thickness of 0.095 inch for main cage, frame-mounted in at least six places, *low carbon or mild steel recommended*. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than rear of engine. All bars forward of cage must be lower than hood.

11.4 DOOR BARS:

All driver side door bars and uprights must be minimum 1.5 inch O.D. with 0.083 inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage. Passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25 inch O.D. with 0.083 inch wall thickness, and one top door bar, minimum 1.5 inch O.D. with 0.083 inch wall thickness. Steel door plate, 18 gauge or 0.049 inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down-post to five inches in front of seat. Must be visible for inspection.

11.5 BODY:

(See diagram) No composite or plastic body panels allowed except roof rock guard and hood scoop. Body must be same width, front to rear, and parallel to OEM frame. Aluminum nose panel must be flat. Maximum 2.250 inch side fins allowed on aluminum nose. MD3 plastic nosepiece, part#020-410 allowed. All nose panels may be no wider, or lower than two inches outside of front frame horns and remain within 0.5 inch tolerance outside confines of front bumper. Plastic nosepiece must be mounted in an approved manner and can extend no further back than 6 inches from front of hood. Cooling holes allowed. Engine compartment must remain open (no side panels). Hood must be level or sloped down at front, enclosed and flush with interior deck at rear. No reverse hood rake allowed. No panel in front of right door to engine compartment. No inner panels. No car covers. Must have front and rear roof support posts. Driver and passenger side windows must have at least 12 inch opening (height and width), measured at center of window, between lowest point at top and highest point at bottom. May use lexan in window side panels. Full size, fiberglass or aluminum roof only (see diagram). No dished roofs allowed. Driver roof hatch allowed. Maximum 1.5 inch rolled down rock guard allowed on roof front. Maximum four inch roof sides allowed. Maximum one inch ridge down sides of roof. Maximum one inch rear roof stiffener (must face down). Window side panels must resemble all aspects of drawing and may not extend ahead of back of seat. Rear spoiler (optional) may be minimum one inch to maximum five inches in material height and maximum 66 inches wide. Spoiler may have rear stiffener, must be one inch or more down from top. Maximum three spoiler braces allowed, must be mounted in line. Spoiler braces must resemble all aspects of drawing. Spoiler must be mounted within confines of spoiler braces. No fins, lips or wings allowed. No reflective doors or quarter panels. Tires must be widest part of car. 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.

11.6 DRIVER COMPARTMENT:

Must have minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum 0.125 inch aluminum, or 0.060 inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in, using minimum 0.375 inch bolts, next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from track, driveline, engine, fuel cell, canisters and pumps. Oil coolers must not protrude above interior. Accumulators cannot be mounted between driver and left-side door bars. No driver-adjustable devices allowed while car is in competition except brake adjuster. No mirrors of any kind.

11.7 FRONT SUSPENSION:

All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts, exceptions are: tube-type upper A-frames with or without aluminum or steel cross shaft; and mounts can be moved; OEM replacement stamped steel lower A-frames; rubber, nylon or steel lower A-frame bushings, no offset or bearing type; welded or bolted shock mount on lower A-frame; OEM or OEM replacement ball joints allowed. Lower A-frames must be right and left, and of same design. Lower A-frame mounts and bolt holes on frame must be in OEM location. OEM ball joints only. Sway bar must be unaltered OEM.

11.8 STEERING:

No rack and pinion. All components must be steel, unaltered OEM, in OEM location, exceptions are: outer tie rod end and adjustment sleeve may be replaced by a minimum 0.625 inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; unaltered, OEM replacement Pinto spindles; bolt on spindle savers allowed; steel steering shafts and knuckles only driver compartment steering may be modified, must be kept on left side. Spindles must be right and left, and of same design. Quick release required - steering quickener and steering wheel may be aluminum. Idler arm, pitman arm, and center link must match frame.

11.9 SHOCKS:

One steel, nonadjustable, unaltered shock per wheel only. All shock mounts must be welded. No shocks allowed on screw jacks. No external or internal bumpers or stops. No coil over, air, or remote reservoir shocks. No Schrader valves or bladder type valve allowed. Front half of any shock may be shielded. One or all shocks may be claimed per event for \$50 each, counting as one claim on card, following shock claim procedures (Refer to Track Operations and Inspection Manual).

11.10 SPRINGS:

One steel coil or multi-leaf (rear) spring per wheel only. Minimum 4.5 inches O.D., non-progressive coils only. No torsion bars, air bags or inner liners.

11.11 REAR SUSPENSION:

All components must be steel. All mounts and brackets must be welded or bolted solid. Coil springs must remain vertical and over center line of rear-end housing. No coil-over eliminators allowed. No chains, cables or tethers. Rear shocks cannot be mounted on control arms. All rear control arms and panhard bars must be straight. Must utilize one of the following designs:

(A) Aftermarket three link design requirements: Must use 16 inch minimum, 24 inch maximum lower control arms. Must use one upper control arm, solid tube only, located at top center of rear end housing and remain centered (1-inch tolerance) on housing over drive shaft. Must use minimum 23 inch panhard bar located behind rear end housing. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack. No floating or bearing rear spring perches/cups allowed.

(B) Multi-leaf spring design requirements: Must use steel multi-leaf springs with no additional suspension components besides one shock per wheel. Adjustable aluminum lowering blocks allowed.

(C) OEM stock design requirements: Rear crossmember, control arm mounts and bolt holes on frame must be in stock location. All components must be unaltered, approved OEM, and match frame. Control arms cannot be altered in any way. Steel, rubber or nylon control arm bushings only. Springs must remain in stock location. Lower spring perch must be welded to rear-end housing. Must use steel upper weight jack.

11.12 REAR END:

Any steel approved OEM passenger car or truck non-cambered rear end (housing and carrier) allowed, must be centered in chassis. All components must be steel, except lowering blocks, axle cap, and drive flange. Safety hubs (floaters) allowed. No quick change devices. Inspection hole in housing required. Mini-spools only. No torque dividing mini spools or differentials. Ring gear, center section and yoke cannot be lightened. Solid steel axles and one piece drive flanges only.

11.13 BUMPERS:

(See diagram) Steel bumpers must be on front and rear at all times and welded, or mounted with minimum .375 inch bolts.

Rear bumper must be constructed of solid square, or minimum 1.25 inch O.D. tubing with 0.095 wall thickness, and – similar to diagram - no wider than five inches outside of rear frame rails. If wider than five inches outside rear frame rails, must be capped and bent forward 90 degrees, or constructed in a loop design. Must have at least one upright, minimum 1.25 inch with 0.065 wall thickness, from bumper to fuel cell guard. Two-bar front bumper must be minimum 1.25 inch O.D. tubing with minimum 0.065 wall thickness (maximum 0.095 inch) mounted frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center.

11.14 TIRES/WHEELS:

Must use unaltered Hoosier Race tire, G60-15 with t IMCA stamped on sidewall. No chemical softening, conditioning, or grooving of tires (Refer to Track Operations and Inspection Manual for automatic penalties). Tires may be ground or siped within confines of tread (not past factory straight line). No re-caps. All wheels must be three or four inch backspace and wheel manufacturer decal. No wheel adapters, spacers or bleeder valves. May use Track approved bead lock, on right side only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. Foam type or plastic outer mud cover allowed on right side wheels. Inner mud cover allowed on left rear only. Must use minimum one inch O.D. lug nuts.

11.15 BRAKES:

Must be steel approved OEM, operative four wheel, drum or disc. Must maintain minimum OEM dimensions for hubs/rotors and calipers, cannot be lightened. No oil bath front hubs. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket 0.81 inch thickness (new). Vented rotors only, no scalloped or ceramic coated rotors. One proportioning device allowed (one-to-one ratio), front to rear only. Brake lines must be visible and must connect directly from master cylinder to calipers with no devices in between. Rear caliper brackets must be welded or bolted solid to rear-end housing.

11.16 EXHAUST:

Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. Collector length maximum 9 inches. Turn down (maximum 10 inches) allowed. Non-stepped headers only. No heat wrap, or exotic coatings on headers. Schoenfeld mufflers, stamped IMCA 609, must be used if track has noise reduction rule of 98 d.b. or more. All exhaust must go through mufflers, two per car, one per header. No exhaust sensors, merge collectors, cross-overs, extensions, inserts or balance tubes.

11.17 FUEL SYSTEM:

Racing fuel cell required, maximum 32 gallon capacity (*12 gallon recommended*), must be in minimum 20 gauge steel container. Must be securely mounted behind rear axle, between rear tires, minimum four inches ahead of bumper, minimum 10 inches above ground. Must mount with minimum two solid steel straps around entire cell, two inches wide and 0.125 inch thick. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. 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. Pick-up must be on top or right side of cell. One fuel filter allowed. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings. Mechanical OEM type push rod fuel pumps only. Maximum 0.100 inch thick carburetor gaskets on all engines. CLAIM ENGINE: must use SPEED ZONE approved naturally aspirated, unaltered 500 c.f.m. Holley - part no. 0-4412, may be modified to Holley HP Dorton part no. 0-80583-1 specs only. Float bowl must face forward. Any adapter, maximum one inch thick. No throttle bore adjustable carburetor spacers. GM CRATE ENGINE: may use any Holley 4 barrel carburetor, all components (float bowls and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol-style carburetors allowed. May use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer on crate. All carburetors, may be exchanged, style for style only, following same procedure as engine claim. Driver claiming carburetor may not claim engine or shocks on same night.

11.18 FUEL:

Gasoline only. Racing fuel allowed. No E85. *Pump grade recommended*. No performance enhancing or scented additives. Fuel must pass both dielectric meter and chemical tests. Fuel sample may be taken from any car at any time (Refer to Track Operations and Inspection Manual for automatic penalties).

11.19 WEIGHT:

Minimum weight limit of 2,500 pounds, no tolerance, after race with driver in car. Weights must not be used in driver compartment or outside body. All weights must be securely mounted with at least two 0.5 inch bolts, painted white with car number on it. No titanium, magnesium, stainless steel or carbon fiber components. Solid steel fasteners only.

11.20 BATTERY/STARTER:

One 12 volt battery only, must be securely mounted between frame rails, and positive terminal must be covered. Starter must bolt on block in OEM location and directly engage flexplate/flywheel. Car must have capability of starting without being pushed or pulled. Car must leave initial staging area on demand, unaided, or go to rear of that race.

11.21 GAUGES/ELECTRONICS:

No unapproved cameras, transmitting or listening devices (exception is one-way RACEceiver radio by officials), timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12 volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. Ignition rotor, cap, coil and module must remain OEM appearing. Crate engine MUST use MSD #8728 rev-control and 6,200 rpm chip. Claim engine MAY use MSD #8728 rev-control with any rpm chip. Rev-control must be out of reach of driver, but accessible for inspection with rev limiter facing upward. No ignition boxes, remote coil or accessories. All wiring must be visible for inspection. Only gauges allowed are analog oil pressure, fuel pressure, brake bias, water temperature and tach. OEM type alternator with internal regulator allowed. No electronic traction control devices.

11.22 TRANSMISSION/DRIVE SHAFT:

All forward and reverse gears must be operational, plus a neutral position. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward. Only OEM production transmissions allowed. No 'in and out' boxes or quick change devices allowed. Functioning shift levers must be in OEM location. One steel or aluminum OEM style/size flywheel or steel OEM style/size flexplate allowed, must be bolted directly to end of crankshaft.

Automatic: Must be unaltered, two or three speed, OEM production 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 scattershield constructed of minimum 0.125 inch by three inch steel, 270 degrees around flexplate. Only external lines allowed are for transmission cooler. Splined drive flange coupler or torque converter (10 inch minimum) only.

Manual: Must be unaltered, three or four speed, OEM production case and have a working 7.25 inch minimum diameter, steel and/or aluminum, single or multi-disc clutch and pressure plate bolted directly to flywheel/flexplate. These components must rotate, consistent with engine rpm, while car is in any gear. Must use explosion-proof steel bellhousing with one hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel/flexplate area. Hydraulic clutch pedal allowed with manual transmission only.

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

11.23 ENGINE COMPARTMENT:

Rear of engine (bellhousing flange) must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within two inches of centerline of front crossmember with engine level. Minimum 11 inch engine height from ground to center of crankshaft. V-belt aluminum or steel pulleys only. Copper/brass or aluminum radiator only and must be mounted in front of engine. No vacuum pumps or pan evac systems, oil coolers or remote oil filters.

11.24 ENGINE OPTIONS AND SPECIFICATIONS:

All cars must clearly display on driver side front roof post which engine they are competing with. Must be contrasting in color from body, minimum 2-inches tall and display CLAIM or CRATE. Markers not acceptable.

(A) CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered or missing GM seal bolts will result in disqualification, loss of all Track points for the season, \$1,000 fine and a one year suspension from all divisions with crate option. GM seal bolt exception is Track approved and issued cable-lock rebuild system. \$250 fine and two week suspension for any crate engine not using required spacer, distributor, rev limiter, pushrods, valve springs or rocker arms. Any driver using crate engine cannot claim engine or 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.

(B) CLAIM ENGINE: All engines must be able to be used in conventional passenger car without alterations. External engine casting and threaded holes cannot be altered.

BLOCK: OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of all Track points for the season, \$1,000 fine and a 30-day suspension. Maximum compression ratio is 9.0 to 1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc (track option which method is used). Flat top or dished pistons only, no gas-ported pistons. OEM or OEM replacement steel crankshaft only - cannot be lightened (no aerowing, bullnose, knife edge or undercut allowed. Effective January 1, 2011, no drilling of second or third rod throws). OEM or OEM replacement steel rods only – GM 5.7 or 6-inch rod allowed. Cap screw allowed. Conventional flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans – no obstructions to crank and rods. Accumulator allowed.

CYLINDER HEADS: Steel only. Must be unaltered approved OEM and minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust. May use Engine Quest (EQ) Stock Replacement (SR) cylinder head, part number CH350I, head must remain as produced, seat angles and valve sizes can not be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ head, for any reason); Ford - no after market or SVO heads; Chrysler - no after market or W-2 heads, 360 cubic inch heads only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification and \$250 fine if illegal. Guide plates, screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Steel roller tip rocker arms allowed. GM - 1.250 inch maximum O.D. valve springs, no beehive valve springs allowed.

INTAKE: Unaltered, approved OEM cast iron low rise, two- or four-barrel. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiland GM #7547-1; Ford #7515, #8023 or #7516; Chrysler #7545; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2915. Cooling lines allowed on aluminum intakes. Disqualification, loss of points, purse and \$250 fine if any alterations are found to heads/intake. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

11.25 ENGINE CLAIMING RULES:

Refer to Track Operations and Inspection Manual for claim eligibility requirements.

(A) \$550 cash claim on engine, \$25 goes to wrecker for pulling engine and \$25 goes to official.

(B) Claim does not include - 1. flywheel, 2. clutch, 3. pressure plate, 4. bellhousing, 5. breathers, 6. carburetor, 7. starter, 8. motor mounts, 9. oil/temp. sending units, 10. fan and pulleys, 11. clutch ball, 12. clutch arm, 13. throw out bearing, 14. dip stick, 15. water pump, 16. fuel pump, rod and plate, 17. distributor, 18. plug wires, 19. water outlet and restrictor, 20. headers.

NOTE: During engine claim, block and head numbers should be verified, heads, intake, connecting rods and crankshaft should be visually inspected and one spark plug must be removed to check flat top or dish pistons prior to transfer of engine to claiming driver. If, at this time, engine is found illegal, claimed driver is disqualified and suspended from all events until such time as a \$250 fine is paid, for first offense. Claimer then has option to accept or decline engine - if declined, driver is not charged with claim. Second offense penalties will be \$500 fine and/or suspension.

11.26 POINT STRUCTURE /PROCEDURES:

Refer to Track Operations and Inspection Manual.

11.27 EIRI:

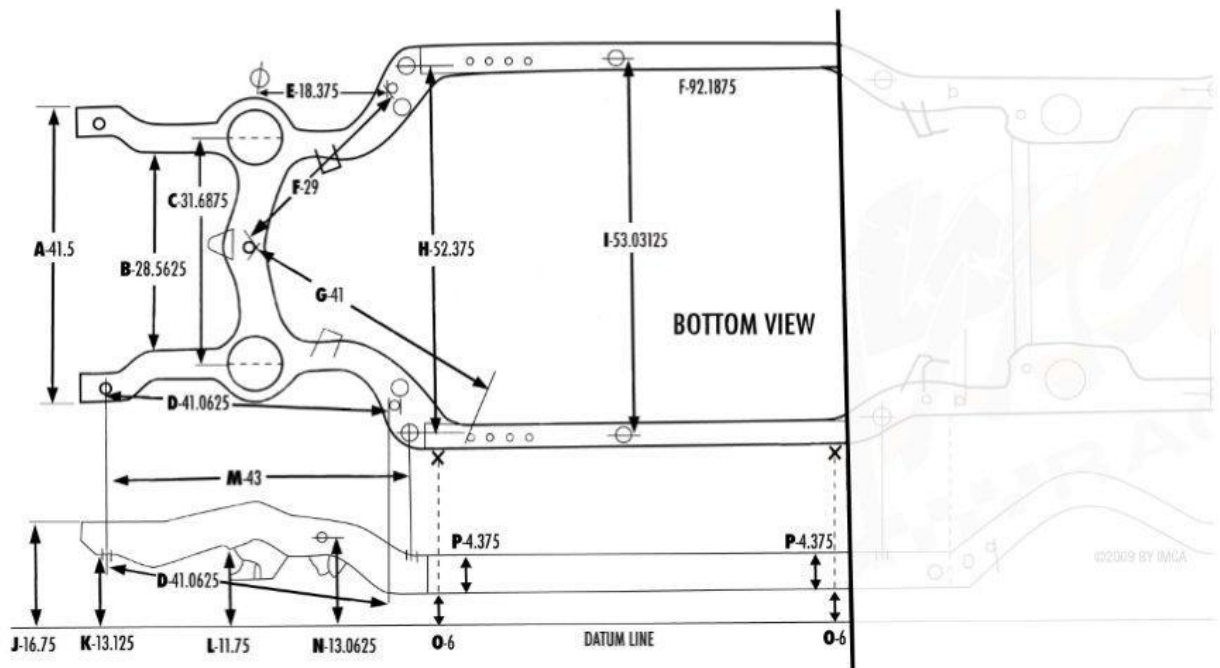
(Except in rare instances) Decisions of officials are final and binding without exception.

2011 GM Chevelle '64-'72 Frame Dimensions

- Dimensions are to either the top or bottom surface of the frame rail as indicated.

- Some dimensions may not apply as frame can be trimmed for front bumper.

- All dimensions must be within 0.250-inch tolerance. Exception is variances officials verify as crash damage.

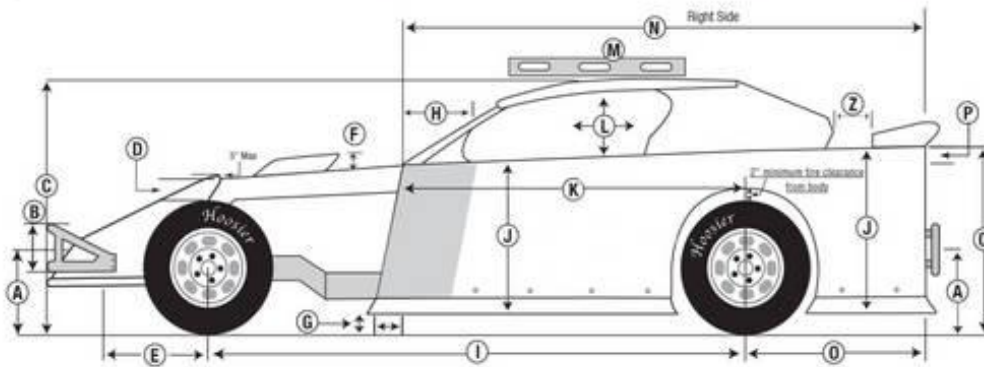


- A.** 41.5 - inches to outside of frame rail
- B.** 28.5625 - inches between side rails at lower steering gear bolt and idler arm mounting surface.
- C.** 31.6875 - inches TRAM top side between upper control arm inner shaft seats (at shim contact area).
- D.** 41.0625 - inches from center of hole (frame horn bottom), to front edge of hole.

- E.** 18.375 - inches from center of lower ball joint grease fitting, to front edge of hole. Maximum difference of 0.5 inches from side to side of frame.
- F.** 29 - inches from rear edge of hole, to front edge of hole.
- G.** 41 - inches from rear edge of hole, to front edge of hole.
- H.** 52.375 - inches from center of hole to center of hole.
- L.** 53.03125 - inches from center of hole to center of hole.

- J.** 16.75 - inches to top surface of side rail.
- K.** 13.125 - inches to bottom surface of side rail.
- L.** 11.75 - inches from bottom surface of side rail (just forward of coil spring opening) to datum line.
- M.** 43 - inches measured from center of hole to center of hole.
- N.** 13.0625 - inches center of hole to datum line.
- O.** Locations for measuring ride height. Dimensions J, K, L and N should be measured at 6 inch ride height.
- P.** 4.375 - inches from top to bottom of side rail surface.

Northern SportMod Body Dimensions For 2012



All body measurements are max, unless otherwise specified. Dimensions have zero tolerance.

- A** 20" max, 16" min. (ground to center of bumpers, front and rear)
- B** 6.5" min. (center to center)
- C** 54" max, 42" min.
- D** Hood 6" max. drop (sides), sealed off from driver's compartment and max. 3° rake.
- E** 42" max.
- F** 6" max.
- G** 4" min. Door may be extended maximum 6" past block at bottom on both sides.
- H** 19" max., must be same on both sides.
- I** 112" max, 108" min.
- J** 31" max, 22" min.
- K** 72" max, or not past back of block, right side. Left side may extend forward to cover foot box.
- L** 18" max, 12" opening, both sides.
- M** With level, must have no more than 2" clearance at rear of roof and 5" at front.
- N** 120" max, 106" min.
- O** 48" max, 34" min.
- P** Interior slope is 6" max, front to rear and flat across. If flat at front half of interior you have used up 50% of your 6" so from behind driver to rear you may only have 3". Top of interior must be flush with top of doors and quarters. Optional escape hatch from driver to passenger door allowed.
- Q** 38" max, 28" min.
- R** Min. 24" nose must be flat and flush with sides.
- S** 66" max, 24" min, must cover radiator.
- T** 52" max, 44" min.
- U** 56" max, 41" min.
- V** All lines must be outside body and nerbar and visible from front, rear & top.
- W** 66" max, 53" min, same front to back
- X** 43" max, 24" min.
- Y** IMCA decal required on filler panel.
- Z** 3" minimum
- REAR FILLER PANEL:** 8" min. / 90 degree angle. Must be solid, attached to deck, extend to quarter panels, securely fastened.
- SPOILER BRACES:** Maximum 3 total. Bottom edge of spoiler brace must be flush with rear edge of interior deck.
- SAIL PANELS:** Must be within confines of these dimensions and the same on both sides. Must mount within 2" of outside edge of interior deck.

