

2021 SALEM SPEEDWAY GREAT AMERICAN STOCK RULES

ELIGIBLE CARS

1. Any 1965 - 1988 American made sedans only. No station wagons or convertibles. No Camaros, Mustangs or pony-type cars.

CHASSIS

1. Minimum wheelbase 108".
2. Frame must be OEM and match make of car. No boxing or bending to alter frame. X-ing of frame is permitted. Notching of cross members for fuel pump is allowed. Box tubing allowed for replacement of rear frame rails. Must have stock mounting points for all suspension. Any chassis equipped with a stock panhard bar is not allowed. Rear frame must maintain OEM stock mounting locations and brackets for upper, lower trailing arms and front of leaf springs. (GM cars top front trailing arms may be no wider than 30-inches at frame mounting – measured to the outside).
3. Maximum tread width for front and rear of car measured from outside of tires at spindle height is 77".
4. Engine setback: Farthest forward sparkplug must align or be in front of centerline of ball joint on left upper control arm.
5. Engine must be centered on chassis side-to-side.
6. Ground clearance for lowest part of frame, other than cross member, is a minimum of 5-inches.
7. Unibody cars must be constructed in approved manner.
8. Cars not meeting guidelines subject to rear percentage penalty.

SUSPENSION & BRAKES

1. No aluminum parts (calipers, rotors, hubs, etc.).
2. Coleman brake rotors and hubs allowed on front. Lightened or sculpted brake rotors are not allowed. Must use single piston OEM style steel calipers.
3. Factory OEM lower front control arms only. Tubular upper control arms permitted, bushings shaft only, no bearings. Nonadjustable replacement ball joints only. Aftermarket bushings permitted.

4. Factory spindles and hubs only. No altering, chopping or lightening spindles and hubs in any form. Spindles must be the same on both sides. Steering components must remain stock for that make and model car.
5. Sway Bar: Stock location. May be adjusted at the frame. Maximum size 1.250". No heim joints. No spline bars. No rear sway bars allowed.
6. One steel nonadjustable shock per wheel. Maximum cost of shock \$150. Any shock determined to have a new price of more than \$150 will be subject to \$150 claim. No machined body (late model style) smooth or threaded shocks allowed. No Schrader valve. No bump stops. Travel indicator required. Shock claim format TBA.
7. Springs must be in original location. No pigtail springs. Springs must set on unaltered lower A-frame pocket. Spring wire maximum diameter: Front .860, Rear .650. Minimum 800 lbs. front springs. No coil bind, no bump stops. Weight jacks permitted. No more than one spring rubber allowed per spring.
8. Stock cast iron brake calipers only. Pedals and master cylinder must be positioned in stock location. No floor mounted pedals. No recirculation systems.
9. Floater rear-ends mandatory. No ball bearing spline hubs. Gear ratio no lower than 4.78. All mounts in stock location.
10. Rear upper, lower or any other control arms for rear suspension must be stock OEM or aftermarket replacement. Must be made of steel construction. Cars with leaf springs must have springs mounted in stock location.

INTERIOR

1. Cars must have front and rear firewall between the driver, engine compartment and fuel cell area. Front firewall must be made of steel and resemble OEM firewall the full width and length. 8-inches is the maximum distance allowed from the furthest back sparkplug to the front of firewall. Crush panels may be made of aluminum and attach to outer body.
2. Rear firewall must be enclosed with sheet metal. No other decking allowed.
3. Floorpan must be made of steel horizontal from side-to-side and from front firewall to back of roll cage. Driveshaft tunnel cannot be 8-inches higher than left floorpan or 35-inches from top of car to top of driveshaft tunnel. No angling floorpans or decking between front firewall and rear of roll cage.
4. Crush panels may be made of aluminum but cannot be utilized in such a manner to cool tires or duct air to rear tires.
5. No air ducts, no air louvers, no air foils in or out of interior, decking or inside of car.

BODIES (100% stock appearing cars of different makes & models are acceptable based on approval)

1. All bodies must be securely mounted. Hood and trunk must be mounted flush not to let air in or out.

2. Cars must maintain stock body appearance and window frame dimensions (see weight penalties). Body and frame must be the same make. See body diagram for dimensions.
3. Body configuration appearance must be the same on both sides of car.
4. Complete bumper to bumper steel body must remain intact. No louvers or holes allowed in any panel or bumper. Approved stock appearing nose and tail mandatory (1984-1987 Monte Carlo). Must be AP or Five Star. No body may exceed past leading edge of any bumper cover. Any other nose or tail pieces or construction thereof must be approved by Tech Director prior to competition. For all other makes and models, please call for approval. Pictures can be sent via text.
5. All body panels must remain factory OEM specifications. Cars not retaining stock OEM quarters or Five Star equivalent quarters, body lines and top body contour are subject to weight penalties. Deck lid can be no more than one degree less than level at any time – Measured from lower corner of C pillar on quarter descending to the leading edge of rear bumper. Use of fiberglass hood permitted. Five Star stock appearing Monte Carlo roof (stock #601-5112/601-5102) is permitted with weight penalty. Deck lid may be no lower than quarter panels at any point. Body sides must have upper definition lines. Lexan rub rails permitted.
6. Fenders must be cut for tire clearance (1-inch minimum).
7. No spoiler or scoops, either stock or after market. Minimum ground clearance 5.5 inches at any side body point. Side skirts must be flat. No aero skirts. 5-inch minimum ground clearance for the nose. (See unapproved body alterations in weight penalty deductions and additions).
8. 24" high x 3" numbers must be displayed on both sides and on roof and must be readable from outside of track. A 6" number must also be displayed on upper right-hand of windshield.
9. Windshield and glass – see Safety #4.
10. Salem Speedway reserves the right to assess weight and/or percentage penalties for body infractions at the discretion of the Tech Director.

TRANSMISSION

1. (A) Automatic transmission with stock OEM type working torque converter minimum 10-inches. (B) Standard transmission, 3 or 4 speeds, with OEM case, external linkage, and OEM standard ratios will be allowed to compete. Must use a steel blow proof bell housing if using stock type clutch. 7 ¼" or larger metallic mini clutch will be allowed and may use an aluminum bell housing. Starters must mount in stock location. A hydraulic throw out bearing will be allowed.
2. No transmission coolers in driver compartment.

WHEELS & TIRES

1. 8" maximum steel racing wheels only. Wheel mounted bleeders only. No wheel mounted fans or cooling devices allowed.

2. Track tires only, Hoosier Comanche 27.5-8.0-15 or 26.5-8.0-15. Must start race on tires used for qualifying.

3. No tire softeners of any kind.

4. All cars must have 1/2" studs and 1" lug nuts minimum. Stud must pass all the way through the lug nut.

ENGINES

Engine Options:

(A) 360 CI or smaller with 2 barrel and headers.

(B) 360 CI or smaller with 4 barrel and headers.

(C) 360 to 410 CI with 2 barrel and headers.

(D) 360 to 410 CI with 4 barrel and exhaust manifold.

1. Must be same as corporate manufacture. GM to GM, Ford to Ford.

2. SHORT BLOCK: A. Block - Must be stock or OEM replacement. B. Engine Displacement - Bore can be up to 4.165. Maximum cubic inch displacement 410. C. Components - 1. Pistons: Can be forged aluminum. Rod: No aluminum or titanium rods. Must be steel connecting rod. 3. Crankshafts: Stock or OEM replacement.

3. HEAD: Cast iron straight or angled sparkplug, stock valve angle (23-degree Chevy) intake runner height and exhaust bolt pattern. Heads on other manufactures must be approved. OEM or replacement heads. Steel or stainless-steel valves only.

4. ROCKER ARMS: OEM stamped steel or roller type only. NO shaft type. Yella Terra brand pedestal mount rockers permitted.

5. CAMS: Hydraulic or solid flat tappet lifters only. Standard shape. No rollers. No billet camshafts. No belt drive timing systems. Maximum lift 550.

6. EXHAUST MANIFOLDS: Must retain factory stock exhaust flange. Cast iron manifold only - no steel or stainless steel. 3" exhaust tubing maximum. Tubing may be oval shape for clearance. Pipes MAY be connected by equalizer tube or by crossing. Pipes must exit to right side of car in front of right rear wheel. No flex pipe. Exhaust pipes cannot extend outside of body panels.

7. HEADERS: Headers are allowed with the following conditions – With use of gauge legal 2-barrel carburetor only. Headers must be manufactured (Schoenfeld, Dynatech, Patriot, etc.) not custom built. 1 5/8" maximum tube (no steps). Collector 3" maximum (no merge collectors) exiting along each side of engine inside of each frame rail. No stainless, no tri-y, no 180, no coatings. Must reduce into 2 1/2" pipe with no connecting pipe in any way to exit end. Pipes MAY NOT be connected by equalizer tube or by crossing. Pipes must exit to right side of car in front of right rear wheel. No flex pipe.

Exhaust pipes cannot extend outside of body panels.

8. INTAKE MANIFOLDS: Cast iron or aluminum intakes. Dual plane Intake: Maximum floor to carb flange measurement is 4.250-inches. Plenum may be cut where center divider remains. Divider can be no lower than .500" below top surface of intake. See weight penalties for aluminum intake.

9. DISTRIBUTOR: Option A -- HEI type with stock appearing cap and coil only. Aftermarket modules allowed. Rev limiter module may be required for special conditions and cars not meeting specifications. Distributor and coil must remain as one unit. Option B -- MSD Box style ignition will be allowed with 7000 RPM chip and weight penalty of 35 lbs.

10. CARBURETOR: One stock production Holley #4412 two-barrel 500 CFM (to NASCAR specifications). Carburetor must retain factory finish and color. Choke horn may be removed, no cutting, grinding or relieving of any kind. Absolutely stock. CARBURETOR EXCEPTION - Four barrel 4150 or 4160 series (Holley single pump 30cc with a single primary squirter only and vacuum secondary. No billet center section. No external adjustable metering plates. Main body of carburetor must be equipped with one annular discharge booster or barrel (as per Holley 4150 series) centered in each of the venturies for fuel distribution – no other form of distribution will be allowed inside of the carburetor.

11. SPACER PLATE: One 1 ¼" maximum space plate measured with the gaskets from the bottom.

12. AIR CLEANER: 1- round 14" x 4" maximum air filter. An aluminum airbox will be allowed. Top part may not be shrouded, and width may not be any wider than inside leading edge of valve covers.

13. FUEL: Racing gas or E-85 only. No oxygenated gasoline additives or methanol allowed.

14. FUEL LINE: Must run direct from fuel cell to fuel pump to carburetor. No coiling of fuel line. No cool cans. Fuel line run through right side of driver's compartment must be encased in a 1" outside diameter steel tube to be painted a color in contrast to interior color of car.

15. No electric fuel pumps.

16. COOLING: Radiator, water pump and pulleys may be aluminum.

17. Made for racing valve covers and oil pan allowed. Valve covers may be aluminum. Steel oil pan only.

18. Starter must be mounted in stock location.

WEIGHT

1. 3250 lb. base weight. (See Deductions and Additions below).

2. Cars must be at required weight at all times – no tolerance. 56.0% maximum left side weight. 46.0%

maximum rear weight. Exception: 57.0% maximum left side weight if wheelbase is longer than 114

inches with stock engine position. 46.0% maximum rear weight.

3. Weight penalties may be assessed for use of unapproved parts.

DEDUCTIONS

Engine Option (A) 50 lbs.

Factory floor pan 25 lbs.

Perimeter roll cage 25 lbs.

Dual plane intake 25 lbs.

LEFT SIDE PERCENTAGE PENALTY

Cars not conforming to Salem Speedway body specifications, deduct 1% left side weight.

Cars not conforming to below weight guidelines are subject to a wickerbill.

ADDITIONS

Cars not conforming to below weight guidelines are subject to a wickerbill.

Manual transmission 25 lbs.

Engine Option (B) 25 lbs.

Engine Option (D) 25 lbs.

MSD box-style ignition 35 lbs.

Aftermarket master cylinders 25 lbs.

Serpentine belt drive or Gilmore 25 lbs.

An open plenum air gap intake 25 lbs.

Five-Star fiberglass roof 25 lbs.

Fabricated firewall 25 lbs.

Unapproved body alterations 50 lbs. (per infraction)

Unapproved body alterations might also be penalized by raising front nose clearance from 5-inches to higher measurement

PIT EQUIPMENT

1. No more than two impacts, two hoses and one hydraulic jack, manually operated by a handle (no air over hydraulic, electric or other) may be used during pit stops. Maximum fuel can size allowed is 11 gals. No Cool Down/Water Circulation Units allowed in pits.

SAFETY

All cars must have a minimum of a 4-point roll cage made of 1-3/4" x .095 tubing. Two points in front of driver and two behind. Also, must have gussets measuring 3" diagonally welded where the pipe meets the frame; one per pipe. Three door bars or an "X" structure spanning the door area on the right side mandatory. No offsetting cages. 3X4" box tubing is allowed alongside of frame rail (inside body panels). Cage must be welded in a professional manor and is subject to approval by Tech personnel.

All cars must have a door plate 3/16" thick 12" high that runs from door post to door post fastened with no less than 6 1/2" bolts. If full approved cage, the plate may be on inside of door skin.

Aluminum seat is mandatory and must be mounted on a loop connected to the cage. Minimum of 4 & 3/8ths-inch bolts holding seat to loop in cage. No floor mounting. Full containment seats highly recommended such as Ultra Shield, Kirkey Racing, ButlerBuilt, LaJoie, etc.

All glass must be removed with the exception of the windshield and quarter glass. The left side of the windshield must have 3 equally spaced 1/2" (from cage to cage) tubing reinforcement bars from. "Lexan" will be allowed as a substitute for factory windshield.

A fuel cell with foam is mandatory with a maximum capacity of 22 gallons. Fuel cell must be enclosed in a full steel can, surrounded by two steel straps and mounted in a secure fashion. A bar may be added between frame rails to protect fuel cell.

Interior must be free from debris and flammable materials. No glass, factory seats, etc. Any hole in floorboard or firewall must be covered.

Batteries must be securely mounted and covered with non-flammable material, whether in the driver's compartment or in the trunk area.

All lead must be painted white with car number in contrasting color. All lead must be securely fastened. No lead in driver compartment. Two 1/2-inch diameter bolts per piece of lead.

All cars must have two safety loops around drive shaft.

Window nets are mandatory, no homemade or string nets. Must have quick release latch (clasp-type recommended), latching mechanism must be mounted on the top left side of the window. Window net must be welded to the roll bars, not the body.

Resilient padding designed for roll bars must be used on any part of the roll cage that can be reached by any extremity of the driver.

Snell 2010 or newer helmet mandatory with sticker visible for inspection.

Mandatory Safety Head & Neck Restraint (no strap-type restraint)

Clean, Nomex driver uniform and Nomex gloves mandatory for fire protection. Nomex underwear advised.

All competing teams must possess a working fire extinguisher. 10 lb. minimum. Extinguisher must be marked with car number.

Mandatory SFI-approved (minimum 5-point) seat belts with shoulder harness mounted to the roll cage. No floor mounted belts. Belts can be no older than 3 years. Sternum strap optional.

All cars must have a manufactured center steering wheel pad.

Radio communication permitted. RACEceiver mandatory.

No antifreeze.

Fire suppression system recommended.

It is your responsibility to see that your car is legal. No equipment will be considered as having been approved by reason of having passed through tech inspection unobserved.

In keeping with Salem Speedway's commitment to maintaining proper balance in the competition arena, it may be necessary for Salem Speedway to make rule changes and/or rule modifications from time to time. Such changes are designed to enhance close competition. For competitive balance, Salem Speedway reserves the right to change, modify, delete or add to any guidelines as deemed necessary throughout the season.

ALL RULES SUBJECT TO INTERPRETATION OF SALEM SPEEDWAY OFFICIALS

These rules are subject to change as conditions warrant without notice. All general guidelines for participants; including Guidelines Disclaimer, Safety, Racing Rules, Conduct, Substance Abuse Policy, Official Decisions, etc.; listed in the 2019 Salem Speedway "Official Rules and Regulations" book apply unless otherwise stated in these rules.

All cars will display a one- or two-digit number series (0-99) as assigned. No duplicate numbers allowed. Numbers reserved on a first-come-first-serve basis with a \$30 Number Registration Fee. 2020 numbers guaranteed until Feb. 15, 2021.

Regulations & Procedures, Lucas Oil Great American Stocks

Guidelines Disclaimer

The guidelines 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 guidelines shall govern the condition of all events, and, by participating, participants shall comply with these guidelines. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Race Director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERCATION OF SPECIFICATION.** Any interpretation or deviation of/from these guidelines is left to the discretion of the Officials. Their decisions are final.

PARTICIPANT means drivers, mechanics, pit crew members, officials of the race, announcers, ambulance crews, tow truck or push car crews, media, photographers, pit gate workers and all other persons bearing duly and officially assigned pit passes, provided all persons are limited to those who have clearly defined duties directly allotted to them as respects to the staging of the **RACING PROGRAM**, or are guests of the insured to whom the insured has issued a "Guest Pit Pass" and to whom no admission charge of any kind has been charged. In no case however will any member of the general public, or any person otherwise classified as a Spectator be considered a Participant by the terms of this policy.

General Guidelines For All Participants

This General Guidelines section applies to each and every driver, mechanic and/or pit personnel. You are expected to understand the rules; ignorance will not be tolerated as an excuse.

Any disagreement over technical questions or operations will be resolved by Speedway Officials. When their decision is rendered, such decision is final and binding. Speedway Officials will determine all finishing positions and their decision is final and non-litigate.

Any feature is completed when over one-half of the scheduled length has been run or the event has been terminated by the Officials for safety reasons.

Every driver must inspect the racing surface and racetrack area to learn of any defects, obstructions or anything which, in his/her opinion, is unsafe, and then report that condition to the Competition Director. Any driver entering any racing events is considered to have inspected the track with all conditions being satisfactory to him/her. If not, he/she should not race. That further indicates that he/she is aware that auto racing involves risks and he/she assumes these risks with full awareness and knowledge.

Salem Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means whatsoever.

Protests to finishing positions in any race event must be made within 30 minutes after results are posted. These protests must be made in writing and given to the Chief Scorer.

A competitor must take whatever steps are required, including tear down of car, as requested by officials to facilitate inspection of car.

Any racing vehicle deemed to have an unfair advantage may be required to add weight or some other device to equalize competition.

If rain checks are given to the spectators, all racing events, monies and points, are voided for that entire date.

Registration

Salem Speedway fueled by the Hoosier Lottery reserves the right to accept or reject entry (car owner, mechanic and/or driver) for any event.

No member will be allowed in the pit area until he/she has secured a competitor or pit permit and signed a release sheet for that particular event.

Competitor or pit permits are not transferable and are not to be signed by anyone except the person to whom it was issued.

Any member returning to competition or usual occupation after injury shall be deemed, for the purposes of the Benefit Plan, to be physically fit, and further disability benefits and/or medical benefits shall cease as of the date.

Any member involved in an accident while on the premises and who does not report to an Official before leaving the premises (providing said member(s) is/are able to make such a report) will not be eligible for benefits prescribed under the Benefit Plan.

All participants will please stand at attention during the National Anthem. All cars must be stopped with engines off during the National Anthem.

No alcoholic beverages will be permitted in the pit area. Anyone using alcoholic/intoxicating beverages before entering pit area, or while in the pit area, will be ejected from the pits and suspended and/or lose pit privileges. No person or persons involved in the racing events shall be under the influence of intoxicating beverages. No participant may buy or drink beer at the concession stand until their racing events are over for the evening. Any member suspected to be under the influence of alcohol may be subjected to a breathalyzer test at the request of a Salem Speedway Official and/or Police Officer acting as a representative of Salem Speedway. Failure to do so will

result in an admission of guilt. If any member of a race team is found to be using intoxicating beverages in the pit area during competition it will result in ejection of the entire race team for that event.

Any person touching an Official in anger shall be suspended from Salem Speedway indefinitely. All persons admitted to restricted areas of the track must obey all guidelines and regulations set forth by Salem Speedway. Each person so admitted will sign all releases of liability requested by the track.

Participants Insurance

No one under 16 years of age will be allowed to participate as a competitor on the half-mile track and no one under 14 years of age will be allowed to participate as a competitor on the quarter-mile track in any Salem Speedway racing division. This includes any on-track activities (practice, qualifying or races). If not a competitor, individuals must be at least 16 years of age to drive vehicles in pits or any other area on Salem Speedway property. Competitors ages 14 through 17 must have a Minors Release form signed by either a parent or legal guardian prior to being admitted to the pit area. Participants legally entering the pits and/or restricted areas are covered by insurance for accidental death and dismemberment. Any questions regarding insurance coverage by the speedway should be directed to the Competition Director. When involved in an accident involving an injury, advise the Officials in charge so the necessary insurance forms can be handled properly. No claims will be considered unless reported prior to leaving Salem Speedway property that day.

Minors: no one under 14 years of age can be admitted to the pit area. Ages 14 through 17 must have a Minors Release form signed prior to being admitted. Legal parents must sign release. Insurance is void if participant partakes of any alcoholic beverages, stimulating, depressing or tranquilizing drugs, or is otherwise under the influence of alcohol or drugs, or is suspended or not properly admitted to the pits and/or restricted areas.

The only people allowed on the racetrack are Salem Speedway Officials. Everyone must stay off the track at all times unless requested by an official to assist for some special reason. When involved in a crash, stay in your car. Do not get out and examine your car while the race proceeds on the track. Pit crews, car owners and personnel related to any car are not allowed on the track following an accident or injury.

Do not enter the racing surface without expressed authorization. An Official will direct your entry at the track.

Safety

Snell 2010 or newer helmet mandatory with sticker visible for inspection.

Clean, fire retardant driver uniform and racing gloves mandatory for fire protection.

No driver shall compete in any event with head or arm extended outside of a closed-bodied race car.

No race, qualifications, or practice shall start unless there is adequate safety and emergency equipment on the track premises.

No race cars shall be allowed on track until track has opened for official practice.

No person shall be permitted to ride on the outside of a race car at any time.

Roll bar padding rules require the necessity of resilient padding designed for roll bar use and must be installed on any roll cage member that can be reached by any extremity of driver while the driver is normally seated with restraints fastened.

Racing/Flag Rules-Procedures

All driver changes must be reported to the Pit Steward prior to the car going on the track to line up. Failure to do so may result in disqualification of the car.

When a driver change is made, other than the driver who qualified for that program, the car must start

at the rear of the field.

The Starter has the authority to start any event whether all cars called to the track are ready or not. Cars will be given a three-minute time limit to be on the track and ready to race.

Green Flag: on initial starts and/or restarts, race will begin/resume immediately when green flag is displayed. Race Officials reserve the right to make applicable rulings/decisions in regard to "jumping" the starts and/or restarts. Once the green flag has been displayed, all passing to the right (no passing to the left) up until the start/finish line. If any start/restart is waved off for any reason after the green flag has been displayed, cars will be placed in their last officially recorded positions for the starts/restarts. All restarts will be double-file with the leader choosing inside or outside lane (restart rules are further explained below).

Yellow Flag: There will be no racing back to the start/finish line, unless the leader has already received the White Flag. When the yellow flag is displayed, all cars must hold their position. All cars must get single file and stay single file. All cars must slow to a caution pace and bunch up as quickly as safety allows so safety crews can work on track. If a yellow or red flag is thrown once the leader has taken the white flag there will be a green-white-checker-finish, and repeated as necessary until race is complete. Cars will be lined up on the ensuing restart according to how they were officially running during the last completed green flag lap.

No cars may pass the caution/pace car unless directed to do so by an Official. Any cars illegally passing the caution car or race leader will be black-flagged and penalized. The Starter will signify "one to go" before the Green Flag will again be displayed.

Pit attendants and mechanics shall not go on the track to give driver drinking water, or for any other reason while the cars are racing or while running under caution/yellow flag. The only time drivers or cars may receive service is when they have completely stopped in their pit box.

Cars returning to the racetrack from the pits while the caution is out must do so at the rear of the field.

Cars Involved in the Caution: Cars causing the caution/yellow flag must restart from the tail of the field. Decisions regarding cars involved are made by the Race Director and are final. Passing under caution/yellow will result in a penalty. Stopping or pulling out of line unless instructed by an Official will result in a penalty. Rough driving will not be tolerated. Rough driving can result in penalties including being sent to the tail of the field or possible disqualification from the event. Cars stopping on the track to create their own caution will receive a two-lap penalty.

Pitting Procedure: You must stay single file behind the pace car during the cautions unless you are coming to the pits. You may pull to the inside to pit only after the pace car picks up the field and do not pull down until you reach the start/finish line behind the pace car. All cars that go to the pits under yellow must restart at the tail of the field.

Restart Line-Up: Restart Line-up will revert to the last completed lap with any penalized cars or cars that pit, going to the tail. Lead lap cars will be placed in front of lapped cars under yellow. Restarts will always take place at the discretion of the Official Starter. The restarts will be double file with lead lap cars in front of lapped cars in the order the cars were running on the track. Cars will double up as they reach the start finish line when given the "one to go" signal. Leader gets choice of inside or outside, everyone from third on back lines up how they are running. The leader should gradually and steadily increase his pace after the pace car has pulled away. No slowing, weaving, brake checking or decrease in acceleration once the pace car leaves the field. If a green flag lap is not completed before a yellow comes out all cars should go back to their prior position except for any cars that are

penalized or cars that pit. Officials, at their discretion, may change to single file restarts at any time. Pit Road Speed: Pit road speed limit is 30 mph. If a car exceeds the limit, they may be black-flagged for a stop and go penalty or required to restart at the tail of the field. Cars may not pass the pace car at any time (unless directed by the Race Director).

Red Flag: All cars must stop as quickly and safely as possible when the red flag is displayed. No working on race cars under Red. Air pressure may be checked, but no adding air. Pitting under Red will result in 1-lap penalty. Drivers can only go to the pits after race officials resume race activities under caution, unless otherwise specified.

Black Flag: Cars that receive the black flag must go to pit road immediately. If you do not go to pit road, your scoring will stop until the situation is rectified. Check with your Spotter for guidance from Race Control.

Blue & Yellow Flag: The blue flag with a diagonal yellow stripe is the courtesy layover flag. Driver is expected to use good judgment when the layover flag is shown.

White Flag (one lap to go): When the white flag is shown it means the leader has started his/her last lap. This is the only lap in which drivers race back to the start/finish line if the caution comes out.

Checkered Flag: When the checker flag is displayed, it means the race has been completed. When the required race distance has been completed by the lead car the race will be declared official, regardless of which flag has been displayed. When the checkered flag has been given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be paid off according to most laps traveled in the least time, regardless of whether the car is running or not.

Post-Race: The top five finishers must go to the frontstretch Victory Lane area immediately following the completion of the race. Crews may touch the cars only when directed to by Officials. Drivers are to remain with cars until released by an Official.

Slow Cars: Slow cars must stay on the bottom in the presence of lead lap cars during the race. Lapped cars that create problems for lead lap cars may be penalized. Lapped cars should let the leaders go by on the outside and then resume racing. Lapped cars that are repeatedly passed on the inside during the race may be penalized. Cars fighting to stay on the lead lap are not forced to yield to the leaders until they have been passed by the leader.

RACEceiver: All teams must be equipped with one RACEceiver in order to monitor to Race Control. It is the responsibility of the spotters to utilize RACEceivers. If there is no spotter, then drivers must utilize RACEceiver. Frequencies to be announced. Drivers should keep your spotter's patient and polite; spotters keep your drivers the same.

All aspects of these procedures are subject to change at the official's discretion.

Practice: The amount of practice will be determined by number of divisions present, type of divisions present, weather conditions and track situations.

Qualifying: Drivers will receive one warm-up lap and one qualifying lap, as long as they are in line when qualifying begins. Qualifying will determine line-ups for heats, last-chance races and feature events. Group Qualifying may be used at selected events, which will take place during designated practice session. The fast qualifier will roll one dice for the feature event's invert, which will be 3 through 6 depending on the number drawn. Cars arriving after qualifying is completed will have to start on the tail of any racing events. Remember, heat races and/or last chance races do not pay anything, but you must start the heat race and/or last chance race if necessary, to retain your starting

position in the feature. Feature event lengths will vary between series and events, check the day's schedule.

Line-Ups: Line-ups will be posted in each division at their designated areas. It is the responsibility of the drivers to check his/her starting positions and be ready to race when called for an event. The program will not be held up for an empty slot in the line-up; the race will begin without them. Cars not ready to race may be placed at the rear of the line up or disqualified from the event. All cars not in place when the Race Director gives the command to roll the field will be placed at the tail of the field. Anyone that goes back to his/her pit area after the first car rolls will be placed at the tail of the field. If anyone scratches from the field after the official line-up is set, cars will move straight ahead to fill vacant position.

It is your responsibility to see that your car is legal. No equipment will be considered as having been approved by reason of having passed through tech inspection unobserved.

Car Numbers

All numbers must be applied in bold, contrasting colors. No reflective mirror material. All cars must have a number assigned to the driver at all times. Once a car has entered the pit area for a race program the number cannot be changed or assigned to another car except by Officials to avoid duplications. No backup cars. Cars must be entered with driver and situated in pit area to be eligible for competition.

Prize money will be paid to the owner of the participating car number unless otherwise directed.

Any car that loses a wheel, has a door, hood or trunk lid come off or open, or is dragging any part or component, or loose door bars or exhaust protruding in width outward from the car will be black-flagged.

A driver may qualify only one car per division and a car may be qualified only one time per program. If a car is scratched, a driver may qualify another car.

One person must stay with a wrecked car to assist the wrecker driver.

No cars or haulers will be permitted to leave or enter the pit area until the last race is over.

In all dead heats/photo finishes, the inside car will be deemed the winner.

In the event of identical qualifying times, the position will go to the car that qualifies before the other.

Tow-rigs will be prohibited from entering pit area after practice has started.

No nitrous oxide or alcohol permitted in any division. Pump gas only.

All numbers must be at least 24 inches tall and it is recommended that the total width of each number be 50% of the height. All features of each number must be a minimum of 4 inches wide. Number must be on both doors and on top with number readable from outside of track. Number must also appear in the upper right-hand corner of the windshield. This number must be at least 6 inches tall.