

NORTH GEORGIA SPEEDWAY

"THE FASTEST 1/3 MILE IN THE SOUTH!!"

300 NORTH GEORGIA RACEWAY RD.



2021 RULEBOOK

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RULE BOOK 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 EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR IN COMPLIANCE WITH THESE RULES AND / OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his / 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 track officials. Their decision is final.

GENERAL TRACK RULES SHARED IN ALL DIVISIONS

By participating at any event at North Georgia Speedway, you are agreeing to abide by all North Georgia Speedway rules and regulations as outlined. It is the responsibility of each driver and crew member to read, understand, and abide by these rules. These rules may be adjusted when special events are held at North Georgia Speedway to conform to the rules of the series or special event coordinators. During these special events any changes affecting the local events will be adjusted as needed.

FLAGS

GREEN FLAG = Start the race

YELLOW FLAG = All cars must slow down to a safe speed and follow the car you were behind the last green lap. You will be lined back up on the track where you were running, not the position that you are running.

RED FLAG = This flag means danger, stop as quickly as possible. Do not pass the flagman when this flag is displayed. The cars will be again lined up as they were running on the last green lap.

BLACK FLAG = This flag means pull into the pits.

BLUE WITH YELLOW STRIPE = This flag is the lapped flag, A.K.A. "the move over flag" and it is displayed to cars being lapped/passed by the race leader. All lap cars must allow leader to pass.

WHITE FLAG = One lap to go.

CHECKERED FLAG = The race is finished / over. (If this flag has to be explained to you then you don't have any business racing)

STARTS

1. After the “one lap to go” signal has been given, the field must maintain an orderly, controlled pace around to turn 4, with the front row being side by side.
2. White chalk lines will be used to designate the “firing box” that starts off each race.
3. All initial starts will be double file (2 cars side by side)
 - A. The front row / leaders will only receive ONE opportunity to properly start the race and / or fire at the designated starting point (white chalk line)
 - B. Failure to start the race properly (starting before or after the white chalk line) will result in being penalized one row (moving back one row).
4. After race has started (making 1 complete lap), the method of restart will be at the track’s discretion.
5. No passing is allowed prior to reaching the starting “box”.
6. Any driver, who passes before the “box”, or deemed to have jumped the start, may be put to the rear.
7. Anticipating the start or firing before the start will be considered a penalty and the offending driver or drivers will be put back one row.
8. If you leave the racing surface at ANYTIME you will go to the rear of the field when you return. Regardless of laps completed or not.
9. Any car that is judged to be jumping the start will be penalized one spot. If the same car is judged to be jumping a second time in the same race, it will be penalized to the rear of the field.
10. Any driver who comes to a stop during the race, and in the opinion of the track Officials, has done so deliberately to cause a re-start, will be put to the rear before the race is re-started.

Protests and Protest Fees

1. 80% of the protest money will be given to either the protested driver or given back to the protesting driver dependent on the outcome of the protest. (Excluding Crate motors) The track will retain 20% of the protest money.
2. The protester must finish in the top three and be on the same lap to protest and may protest any of the top three finishers.

3. Any car in the top three found illegal at the scales or by track's regular tech may not protest (Examples. 1. If you are light at the scales, you cannot protest another car. 2. If you are found to have illegal tires, you can not protest another car.) Therefore, all of your protest rights become void if tech man finds you to be illegal.
4. The full protest fee (IN CASH) has to be turned in to the Inspector within 5 minutes of the completion of the race.
5. Protested driver will have the right to protest the car that filed the original protest.
6. A 5 min. time limit will apply after the inspector notifies the protested driver.
7. Refusing to tear down results in an automatic forfeit of any prize money and points for that race.
8. If you tear down and are found illegal you automatically forfeit all prize money and points for that race.
9. Tear down time limit is 2 hours from the time the inspector gives the permission to start. Time limit can be adjusted by the Tech Inspector if more than one item is protested. Or under certain conditions as determined by the tech inspector. Note: this extra time allowance is not automatic and will be decided at the discretion of the Tech Inspector.
10. Protested driver may have three (3) people in the pit at teardown. One of which should be the driver, owner, or representative.
11. Protesting driver is allowed one (1) person, One of which should be the driver, owner, or representative.
12. All persons in the pit will conduct themselves in a sportsman like manner. If not, the Inspector can and will call off the protest, disqualify or bar persons that do not behave accordingly. The driver, owner or representative from each team will be held accountable for the actions of their team members. Note: Verbal abuse can and will be grounds for disqualification. In other words...Don't cuss the Tech Inspector!!
13. Inspector's discretion will be utilized in determining cars legality
14. Tech Inspector's Ruling will be final and non reversible.
15. During teardown all oil, antifreeze or any other liquid must be drained into approved containers. Anyone caught dumping liquids on the ground will be suspended.
The driver, owner or representative will be responsible for the proper handling of liquids and clean up after the protest.

All classes (excluding crate class): a \$400.00 protest fee to pull (1) cylinder head. This includes top side of engine, \$100.00 fee for the next cylinder head. \$100.00 fee for the camshaft. \$100.00 fee for the oil pan. Protest fee must be given to the tech man or back gate official along with explanation of what is being protested. A visual protest must be made before racing starts. Any car refusing to teardown will lose their points and race winnings. **For the Crate class there will be a \$1000 protest fee. 30% of which will be retained by the track to pay certified tech inspector.**

TIRES

- 1) Any tire may be protested at any time by anybody.
- 2) The cost of protest is \$100.00 per tire.
- 3) Then sample will be taken and sent to lab.
- 4) RIGHT REAR 1600 Hooiser / 56 American Racer

GENERAL RULES

North Georgia Speedway will not be governed by any other track's rules nor does North Georgia Speedway expect any other tracks to abide by our rules. The following rules will apply / replace any / all rules from previous years and shall apply to all classes.

1. **In the event of a typo and / or oversight, the track reserves the right to adjust / modify ANY RULES AT ANY TIME as deemed necessary.**
2. Any / all decisions made by the Track's officials will be final.
3. Track officials will set a fee for miscellaneous protest.
4. Only race winner may be protested by second place car.
5. All cars must post weight to be visible to tech man or scale operator.
6. If the race is stopped after the first lap, the cars will restart in the same position they were running at time of red flag.
7. The flagman reserves the right to stop race at any time.
8. To be the official race leader, the field must have completed at least 1 green flag lap.
9. The first five (5) cars in all divisions must go directly to the scales after the race. (Failure to cross the scales will result in a disqualification.)
10. Prior to crossing the scales, the Track Officials or someone designated by Track Officials, are the only people allowed to touch the car after the completion of a race
11. Attaching anything to the car or any attempt to add weight to the car before it crosses the scales can result in disqualification. (Note: This includes anything that falls off of the car during the race.)
12. If for any reason the car cannot cross the scales under it's own power, a track Official must be notified. The Official will supervise or assign someone to supervise the transporting of the car to the scales. If the car is touched or pushed to the scales by anyone without the permission of a track official, the car can be disqualified. (This applies to features, heat races and qualifying)
13. Track personal will be the only ones, other than the driver, allowed on or near the scales during the weighing.
14. **All cars will be paid according to laps completed.**
15. Payoff on red-checked will be same as restart.

16. First time competitors with minor violations may be allowed to race with weight penalty
17. Two courtesy laps will be given in feature races only. (If time allows)
18. Any car can be inspected by track officials at anytime.
19. Any car that loses a fuel cell or weights is subject to a \$100.00 fine.
20. Shirts and shoes must be worn at all times.
21. Pit admission is an entry fee, not an admission for entertainment.
22. In order to receive any payout (winnings) of any kind, ALL drivers and/or car owners will be required to fill out an "up to date" W-9 form.
23. All cars / drivers must sign-in before any qualifying or heat racing starts. It is the responsibility of the driver to sign-in under the correct division and use his or her correct name. Driver's name competing must match the sign-in sheet. In the event of a driver change officials must be notified so sign-in sheet can be changed prior to the start of any competition of the drivers division. NO driver changes will be allowed in any division once competition for that division has started (Time trials, Heat races, Last Chance races, Feature races, etc.)
24. Owners/drivers must keep up with winnings and expenses pertaining to income taxes.
25. Any / all payouts (winnings) not collected on same race night will be forfeited.
26. Everyone entering the pit area will be required to purchase pit pass, sign a release form, and wear an arm band.
27. All arm (wrist) bands must be visible at all times.
28. No one entering pit area shall have any claims for damages, expenses or otherwise against the track or any of its officials.
29. All cars must be ready to race when entering track (gas caps, hood pins, air cleaners) any car needing correction will go to pits and restart in the rear of the field.
30. Each / every race will be completed within a specific time limit.
31. Time limits will be strictly enforced in all classes!!
32. Minor repair work will be done on front straight by track officials (pulling fenders/quarters, etc). However, If repairs cannot be made, the car will be sent to pits for their crew to repair
33. No crew members will be allowed to perform any type of repair work to any racecars while on track. All work performed by pit crews on racecars must be done in pit area.
34. Any car entering pits during race must restart in rear (behind last car on the lead lap)
35. Any car that pulls into the pit, re-enters the track under green, and then stops, will be automatically put back into the pits. (This applies on starts and or restarts.)
36. Anyone entering the facility (pits, grandstand, or fence area) must purchase an arm band. Intentional failure to do so may result in being banned indefinitely.
37. All drivers under 16 years of age must have a "Minor's Release" form signed by both parents or legal guardians and notarized on file before they are permitted to race.
38. It will be at the tracks discretion to allow (or not to allow) any racecar driver under the age of 14 to compete.
39. An adult must accompany children under age 14 in the pit area at all times.

40. All children must stay clear of the scale area at all times.
41. While in the pit area, it is your (drivers, pit crew members, spectators, etc) responsibility of to know where your children are at all times. Failure to do so could result in loss of pit privileges.
42. **All drivers and/or car owners are responsible for their entire crew.**
43. Any driver or pit crew caught drinking alcoholic beverages or fighting at any race will automatically forfeit any money said car has won and points for that race.
44. The use of any type of drug / drugs will be strictly prohibited.
45. All drivers are subject to a breath test at any time. (Failure to cooperate will result in immediate suspension)
46. Anyone caught drinking or using any type of illegal drugs / substance will be suspended for 4 weeks on first offense. Second offense will result in a 1 year suspension.
47. In the event a conflict arises and / or a fight breaks out, the aggressor / aggressors will be suspended from the race track. 1st offense = 2 races, 2nd offense = 4 races, and 3rd offense will be for remainder of season. **NO EXCEPTIONS!!!**
48. Any / all drivers and /or pit crew members that enter another driver's pit area, causing a conflict, will be deemed the aggressors.
49. If the altercation / conflict / fight takes place away from either driver's pit area, both drivers and pit crewmembers will be considered aggressors
50. In the event of any Felony conviction of a driver or car-owner, the disciplinary action will be indefinite suspension beginning with the date of the conviction, or the date of the completion of any incarceration subsequent to said conviction, whichever date shall last occur. In the event the conviction is Drug related, that person may be subject to a Drug Test before returning to competition.
51. However, nothing shall prohibit the track Official's from administering any penalty, including immediate removal from the premises or permanent suspension of track privileges to driver, owner or pit crew member whose conduct, in the complete discretion of the track Official's represents a threat to the orderliness of track operations or the safety of others.
52. Any driver who enters the grandstand area and / or proceeds to enter without an invitation and conducts him or herself in an un-sportsman like manner may be suspended.
53. In the event a driver is suspended – that suspension will start at the next scheduled event and continue until completed.
54. No rough driving will be tolerated. The track official's decisions are final.
55. In the event of a driver intentionally hitting or running into someone's race car in hot laps, under caution or after the checkered flag, you will not be allowed to run in the next race at North Georgia Speedway. Depending on the severity of the incident, as judged by track officials, could also subject the driver to being placed on probation or being suspended for the remainder of the season.
56. All cars entering, exiting, or traveling through pits must do so at a slow pace.

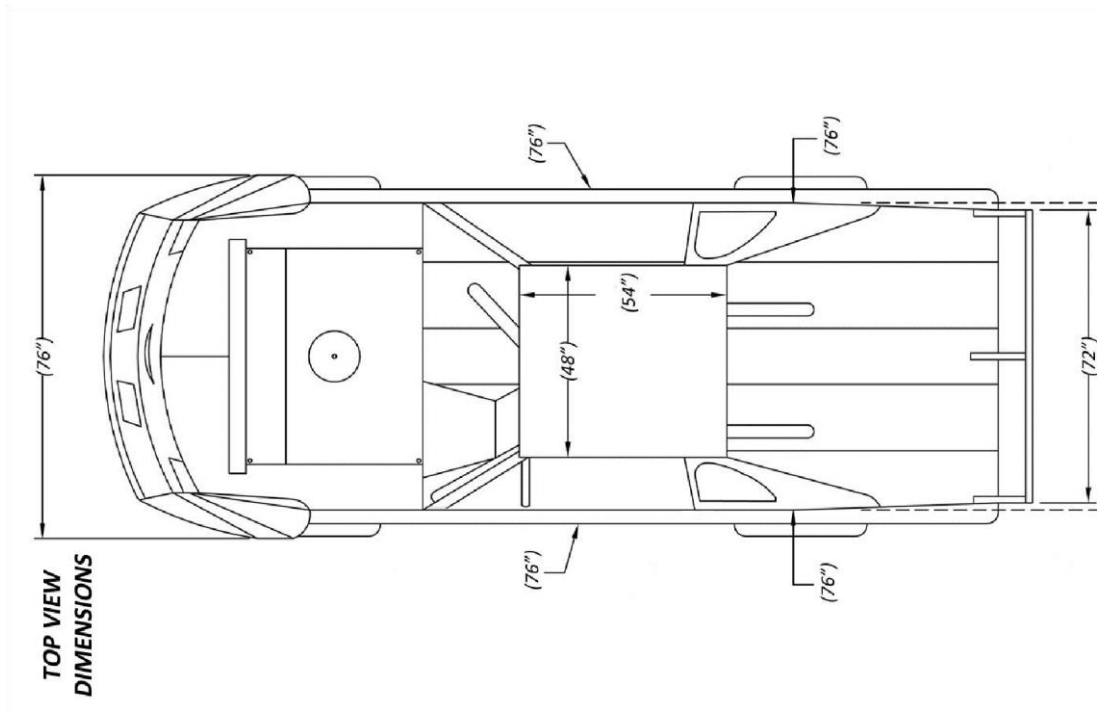
57. After pitting, drivers can not return to the race track surface until he she has been motioned to do so by a track official
58. Driver is responsible for being lined up prior to start of their race. If not in line, car or cars must start in rear of field. LINE-UPS WILL BE POSTED. Go look at them or see pit official.
59. No racing back to the caution flag EXCEPT after field has taken white flag.
60. **If a caution comes out after the leader has taken the white flag, all cars must race back to the checkered flag. (After the white flag has been waived, the caution flag is only to alert the drivers of a wreck on the track.) Unless the track is completely blocked off and the red flag is thrown, all cars are to race back to the checkered flag.**
61. A driver is ONLY allowed to compete in one class per night!! (On some occasions, the Track Promoter MAY allow driver's to compete in two classes as long as they purchase 2 arm bands, pay 2 entry fees, and race 2 separate racecars)
62. A driver may not switch classes after heat races. One class per night.
63. Cars may not change classes after hot laps. Example (B-Hobby in A-Hobby)
64. All "caution cars" must restart in rear of field (behind the last car on the lead lap).
65. Any car causing 2 caution flags will be sent to pit area for the night.
66. Car or cars damaged on first start will maintain their starting position.
67. Any car not liking the start and pulling up to cause a caution will be sent to rear of field.
68. Refusing to obey officials will result in a penalty by track officials.
69. After the race is complete and you receive the checkered flag all cars must enter the pits at the back straightaway pit gate and the top 5 go straight to the scales. Do Not Pass the back gate pit entrance and make an extra lap if you do, you may be penalized. The penalty for Super Late Model, Limited Late Model, Crate, and Sportsman will be \$100.00 deducted from your prize money and the penalty for all other classes will be \$50.00 deducted for prize money. In the event someone passes the back gate pit entrance due to lapped traffic, hard racing, or for some unseen reason this penalty may be waved at the discretion of track officials
70. Car numbers must be a minimum of 18" tall and 3" wide. On both sides and roof.
71. Officials have the right to change car numbers to avoid duplication.
72. All cars must have a working starter and start under their own power.
73. All cars must have a driveshaft loop for safety.
74. All batteries must be located in a safe position in a battery box welded to chassis.
75. No mirrors allowed in any class.
76. No two way radios or any other type of communication devices allowed.
77. No four wheel drives allowed.
78. No electric fuel pumps allowed except in Pony / Front runner class.
79. After feature race is completed the top 5 cars must go directly to the scales in all classes.
80. **No driver is to exit their race car while still on track or you will be disqualified (unless you are in harm's way- A.K.A.- your car is on fire).**
81. RACEIVERS ARE MANDATORY IN ALL CLASSES.

82. FIRE EXTINGUISHERS ARE MANDATORY IN ALL CARS!!
83. Anyone caught chemically treating tires will be barred!! 1st offense = 2 races, 2nd offense = 4 races, and 3rd offense will be for remainder of season. NO EXCEPTIONS!!!
84. Any car deemed illegal (caught cheating) will receive NO payout money that night!
85. ANY RACER GIVING TRACK OFFICIALS OBSCENE GESTURES WILL BE PARKED FOR REMAINDER OF NIGHT. (WITHOUT POINTS OR PAY)
86. For the interest of equal competition, the track and / or track officials reserve the right to delete, change, and / or amend the rules (add / remove weight, etc.) to any car(s) at any time if needed to ensure fair and competitive racing in each class.
87. Track reserves the right to place drivers in the division most suited for them according to their performance level. This may require a driver to move up to the next division. (Example) b-Hobby to A-Hobby, A-Hobby to Sportsman, or Sportsman to Late Model. Track officials will make this decision based on the number of wins, championship wins, and /or the performance level of a driver. Track also reserves the right to handicap.
88. Any driver winning (2) races in a row and / or (2) back to back consecutive feature events (in the same class) will not be allowed to start within the top ten spots in their next feature event. (At best, the driver will start his next feature race from the inside of the 6th row and / or 11th place.) However, if the driver still wins the feature, he will receive a \$\$ bonus on top of the standard class payout amount. (The amount of \$\$ bonus money will be based on the class' purse.)
89. Full fire Suits are mandatory in all classes.

LATE MODEL, CRATE, SPORTSMAN, A-HOBBY **GENERAL / SHARED RULES**

TOP VIEW DIMENSIONS

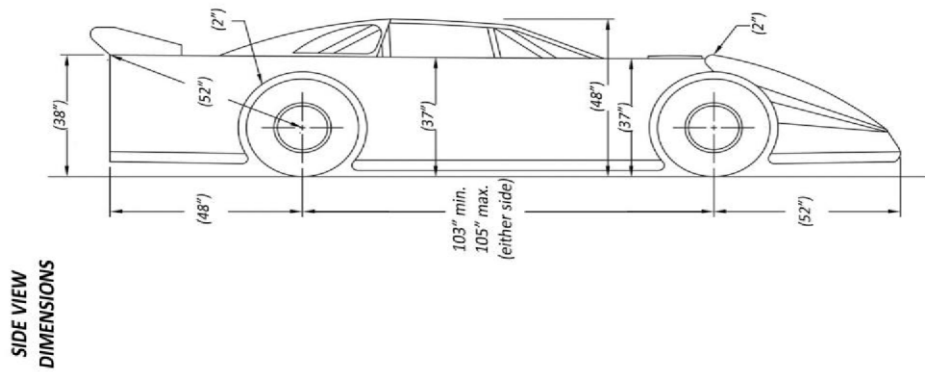
- Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- Roof a width must be minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- All roof side panels must extend to edge of decking.
- Front fender flares cannot extend beyond from tire more than one inch (1") in width with the wheels pointed might.
- Door cannot exceed seventy-six inches (76") in its entirety at top of door.
- Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.
- Maximum spoiler width is seventy-two inches (72").



LATE MODEL, CRATE, SPORTSMAN, A-HOBBY

SIDE VIEW DIMENSIONS

- Stock Nosepiece can extend a maximum of fifty-two inches (52") from center of front hub to farthest point extending forward.
- Roof height must be between forty-five (45") and forty-eight inches (48") from the ground.
- Front fenders cannot exceed thirty—seven inches (37") in height measured from the ground.
- The front fender flares may not be higher than fenders by more than two inches (2").
- Doors cannot exceed thirty-seven inches (37") in height measured from the ground.
- Fifty-two inches (52") maximum center of rear hub to top corner of quarter panel.
- Forty-eight inches (48") maximum length from center of rear hub to end of quarter panel.
- Thirty-eight inches (38") maximum height from top of deck to ground.
- Minimum of two inches (2") tire clearance from body.
- Any skirting can extend beyond the quarter panel.

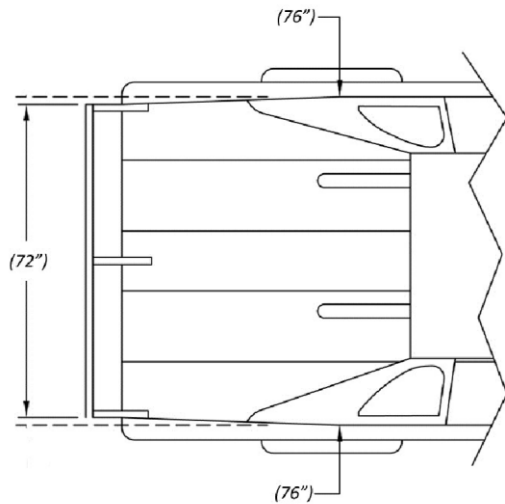


LATE MODEL, CRATE, SPORTSMAN, A-HOBBY

QUARTER PANEL OPTIONS Option

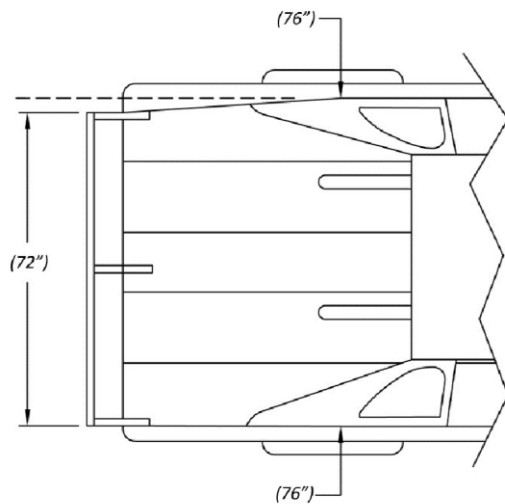
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- Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, (in uniform) back to seventy-two inches (72") at the spoiler, equally on both sides.
- The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- Maximum spoiler width is seventy-two inches (72").



Option 2

- **Rear decks must taper from seventy-six inches (76''), as measured at the top over the rear hubs, back to seventy-two inches (72'') at the spoiler, on the left side only.**



BODIES

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1'') and a maximum of two (2'') inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain on the left side of the drive line.
- E. Front window bars are mandatory.
- F. Legible numbers, at least eighteen inches (18'') high are required on each side of the car and roof.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.

- J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- K. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of mounted only from the upper right frame rail to the lower right frame rail.
- L. All body panels must be solid. No holes, slots, or air gaps are permitted.
- M. All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.
- N. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.
- O. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.
- P. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES

- A. North Georgia Speedway Technical Inspector must approve all stock nosepieces.
- B. Nosepieces must be made of molded type material.
- C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.
- D. The nosepiece must be mounted so as not to alter its original shape.
- E. Adding to the bottom of the nosepiece in the front achieving lower ground clearance is permitted.
- F. A stock nosepiece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward.
- G. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.
- H. Front fender flairs must have collapsible support.
- I. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.
- J. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

A.

ROOF AND ROOF SUPPORTS

The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.
- D. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.
- E. The roof must be mounted parallel to body and near center of the car.
- F. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).
- G. No flat or odd shaped roofs permitted.
- H. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, fortythree inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must remain the same size. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum twoinch (2") bow in either direction in rear roof side panels is permitted.
- I. Sail Panel Windows Openings must be the same size on both the left and right sides, they must be in the same location and orientation on both the left and right sides.
- J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.
- K. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.
- L. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

- A. Must be level and flat from left to right side of car.
- B. Fenders are not permitted to gain height from front to rear of car.
- C. No part of fender or hood can be outside of the bodyline.
- D. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

- A. Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors.
- B. Door to door cannot exceed eighty- two inches (82") in width at the bottom in the center of the car.

- C. Doors cannot exceed thirty-six inches (36") in height measured from the ground.
- D. At no point can the door sides break in towards the center of the car between the top and bottom measurements.
- E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

- A. No offset quarter panels permitted. All quarter panels must taper equally towards the center of the car.
- B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C. At no point can quarter panel sides break in towards center of the car.
- D. Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1").
- E. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. (The measurement is taken at the front and rear of the quarter panel.)
- F. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. (The measurement is taken at the front and rear of the quarter panel.)

(NOTE: THERE WILL BE A 1" TOLERANCE ON BOTH QUARTER PANELS)

FRAMES

- A. No aluminum frames permitted in construction of car.
- B. Minimum 103" wheelbase.
- C. Rectangle or Square Tubed Frames
 - 1. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.
- D. Round Tube Frames
 - 1. The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- F. It is recommended that all cars be equipped with a tow hook or strap.
- G. All battery supports must be braced in two axis - two horizontal and one vertical.

ROLL CAGES

- A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.
- B. Side roll bars are mandatory and must extend into the door panels.

A.

- C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousandths inch (.095").
- D. Roll cage must be welded to the frame.
- E. Roll cage must be above the drivers' helmet.
- F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.
- G. Roll cage padding certified to SFI Spec 45.1 is recommended anywhere the driver's helmet may come in contact with the roll cage while sitting in the driving position.

INTERIORS

Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.

- B. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel.
- C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- F. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.
- G. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.
- H. No wings or tunnels of any kind allowed underneath the body or chassis of the car

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum.
- B. (LATE MODEL & A HOBBY) = Total amount of rear spoiler material used must not exceed eight inches (8") in height (measured from deck to tip of material).
- C. (CRATE & SPORTSMAN) = Total amount of rear spoiler material used must not exceed twelve inches (12") in height (measured from deck to tip of material). D. Maximum seventy-two inch (72") width.
- E. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- F. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- G. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- H. Spoiler supports cannot be mounted wider than the top of the quarter panel.

ENGINES

- A. REFER TO CLASS RULES FOR SPECIFIC ENGINE DETAILS
- B. Engines must be based on a factory design and must be naturally aspirated. Steel blocks only.
- C. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- D. However, the engine must have an operating self starter.
- E. The engine may be set back a maximum of six inches (6") from the center of ball joint to front spark plug hole.
- F. Carburetor is limited to one four barrel.
- G. All engines are limited to one spark plug and two valves per cylinder.
- H. No engines using coil packs are allowed (excluding the 525 crate motor)
- I. Engine must operate using a single distributor. (excluding the 525 crate motor) J. No distributor-less engines permitted. (excluding the 525 crate motor)
- K. A harmonic balancer certified to SFI Spec 18.1 is required.
- L. No overhead cam engines.

FUEL SYSTEMS

- A. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps. B. A firewall must be installed between the fuel tank and drivers' compartment.
- C. Gasoline & E-85 only. Methanol, Nitrous gas and / or other nitrate additives are not permitted.

CHASSIS

- A. No titanium chassis or suspension components
- B. No titanium fasteners

TRANSMISSION, CLUTCH AND REAR END

- A. All transmissions must be fully functional with both forward and reverse gears.
- B. Manual transmission must be equipped with an operational clutch.
- C. Automatic transmissions are permitted. (Refer to CLASS specifics)
- D. The transmission must be mounted to the rear of the engine and lead to the drive shaft.
- E. No "live-axle" rear-ends are permitted.
- F. No independent rear suspensions are permitted.
- G. All rear-ends using a cable to lock-in the rear end must have the cable mounted outside the cockpit area and not in reach of the driver.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.
- B. All drive shafts must be painted white.

A.

C. Only one drive shaft is permitted per race car.

D. All drive shafts must be protected with a secure drive shaft hoop or sling.

ENVIRONMENTAL WARNING

Any driver or crew-member found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or ANY part of the event grounds or properties and nearby drive-ways will be disqualified. The local authorities and/or agencies may be notified and the violator(s) and their information may be turned over to these authorities at that time. No racecars or vehicles - including, but not limited to - race trailers, or support vehicles or trailers – will be allowed to carry or conceal, in - marked, unmarked or using any form of mis-representation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline-settings (from its original factory set baseline-settings), will be allowed in or around the/any North Georgia Speedway Event(s). All local authorities and applicable agencies may be called and the violators and their information will be turned over to these authorities at that time.

STARTERS

All cars must have a working starter.

B. All cars must crank from inside the cockpit.

WEIGHTS

A. All attached weights must be securely bolted to frame using ½" (or larger)

B. All weights must be painted white

C. Your car number should be clearly written on all lead / weight.

D. WEIGHTS LOST ON TRACK WILL RESULT IN A \$100 FINE!!

WHEELS

A. Steel and aluminum wheels are allowed.

B. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.

C. Maximum wheel width is fourteen inches (14").

BRAKES

A. Must be equipped with sufficient four (4) wheel braking system.

B. On track three wheel braking is allowed.

C. No titanium or carbon fiber brake rotors are permitted.

REMOTE CONTROL SUSPENSION DEVICE

- A. NO "in-cockpit driver controlled" suspension devices permitted.
- B. NO weight jacks of any kind permitted. [This includes on fifth (5th) coils, etc.] ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

TRACTION CONTROL DEVICES

- A. All Traction Control Devices are strictly prohibited during any / all events (including practice / test sessions).
- B. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed (GPS) to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.
- C. At NO time during the 2015 season or beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitors racecar. There shall be NO driver controlled wheel spin, timing, or fuel delivery control devices inside (OR in any area outside) the cockpit area of any racecar.
- D. A competitor found with any of the above mentioned will lose the complete device permanently and *will* lose all points earned to that point in the season.

NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

SAFETY EQUIPMENT

- A. NO batteries to be located in the drivers' compartment/cockpit.
- B. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.
- C. The use of a 5, 6, or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED! NO EXCEPTIONS!!! All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.
- D. A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is RECOMMENDED.
- E. A driver suit certified to SFI Spec 3.2A/5 is RECOMMENDED.
- F. Gloves certified to SFI Spec 3.3/5 are RECOMMENDED.
- G. Fire resistant socks are RECOMMENDED.

A.

H. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.

- LATE MODEL -

<u>Motor Type</u>	<u>WEIGHT</u>	<u>SPOILER HEIGHT</u>
Open Motor	2350	8"
SPEC / SAS / SUPR	2250	10"
Steel Block / Alum Heads	2300	8"
All Steel 362 or Smaller	2200	12"
All Steel 363 or larger	2300	10"
CRATE 525	2250	12"

**CORRECT COMBO STICKER (weight / spoiler) must be posted on / above the driver's side front window post!
Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!!**

All posted weights MUST be correct for the engine you have in your car! NO EXCEPTIONS!!!

ENGINE RULES (excluding “open motors” & CT 525 motors)

- A. Any steel block
- B. Any piston allowed
- C. Any steel crank (no titanium)
- D. Balancing permitted
- E. Polishing rods allowed
- F. Any steel rod (no titanium)
- G. Dry sump oil system allowed

ENGINE SET BACK

- A. A maximum of 6” inch from center of top ball joint to the most forward spark plug hole (1” inch tolerance)

HEADS (excluding “open motors” & CT 525 motors)

- A. Any 23 degree head for GM. Ford 10 degree
- B. Porting / polishing allowed

CAM (excluding “open motors” & CT 525 motors)

- A. Any camshaft allowed
- B. Any lifter allowed
- C. Any rocker allowed
- D. Any valve spring permitted

VALVES (excluding CT 525 motors)

- A. Any valve allowed
- B. Any type of Valve springs/retainers/keepers allowed
- C. Racing valve job permitted

INTAKE MANIFOLD (excluding CT 525 motors)

- A. Aluminum or cast iron ONLY permitted. No plastic or carbon fiber type

CARBURETOR

- A. One four barrel carburetor only
- B. No dominators or predator carburetors allowed
- C. Engine must be naturally aspirated.
- D. May use one carburetor spacer
- E. No turbo chargers, blowers, or fuel injectors

WATER PUMP

- 1. Cast or aluminum permitted.
- 2. No electric water pump.

FUEL PUMP

- A. Mechanical pump only
- B. No electric pumps

HEADERS

- A. Any type header allowed / must run parallel to ground

IGNITION

- A. Any electronic or points ignition

STEERING

- A. Any / all racing style racks permitted (Appleton, Sweet, Etc.)

REAR END / REAR AXLE

- A. Any type of rear end / differential permitted
- B. Aluminum tubes are ok
- C. Wide 5 hubs allowed
- D. No independent rear suspension permitted

TRANSMISSION

- A. Any transmission allowed
- B. All transmissions must be fully functional with both forward and reverse gears

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.
- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

CHASSIS / FRAMES

- 1. Both Rectangle and Square Tubed Frames are legal

Square Tube Frames

- A. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.

Round Tube Frames

- 2. The frame of all cars must be constructed of a minimum of one and three quarter inch (1 $\frac{3}{4}$ ") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- 3. No aluminum or titanium frames permitted in construction of car

4. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
5. It is recommended that all cars be equipped with a tow hook or strap.
6. All battery supports must be braced in two axis - two horizontal and one vertical.
7. Minimum wheelbase span of 103" inch

BODIES

- A. Same as Crate Late Model and Sportsman (see drawing diagrams for specific details)

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum
- B. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. See chart above for spoiler height.

SEATS

- A. Must have racing seat
- B. Must be mounted with grade 5 or better hardware
- C. Must have 4 or 5 point safety belts

FIREWALL

- A. A full metal fire wall must encompass the front, rear, sides, and floor of the driver

FUEL / FUEL CELL

- A. Fuel cell w/steel can and 2" steel straps mounted in rear of car only
- B. Gas or E85 only! No alcohol, nitrous oxide, nitro methane, or any other nitrate additives

BRAKES

- A. Must be equipped with sufficient four (4) wheel braking system.
- B. On track three wheel braking is allowed
- C. Any type steel brakes allowed
- D. No titanium or carbon fiber brake rotors are permitted

WHEELS / TIRES

- A. Front tires open
- B. Left Rear Options: Hoosier 1350/1600 or American Racer 48/56

- C. Right Rear: Hoosier 1600 or American Racer 56.
- D. Wheels may be steel or aluminum 14 max. wide
- E. Bead locks permitted
- F. No chemical treating allowed

- * **CORRECT WEIGHT must be posted on / above the driver's side front window post!**
- * **Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!!**
- * **All posted weights MUST be correct for the engine you have in your car! NO EXCEPTIONS!!**
- **All cars are subject for inspection and P/G at any time by officials!!**

CRATE LATE MODEL

ENGINE RULES A.

GM 602 or 604

*All Crate motors must meet GM specs and must be sealed!!

WEIGHTS

- A. 602 GM = 2200 lbs (can run MSD distributor)
- B. 604 GM = 2300 lbs

CORRECT WEIGHT must be posted on / above the driver's side front window post!
Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!! All posted weights MUST be correct for the engine you have in your car! NO EXCEPTIONS!!!

ENGINE SET BACK

- A. A maximum of 6" inch from center of top ball joint to the most forward spark plug hole (1" inch tolerance)

CRANKING COMPRESSION

- A. All crate engines will have a maximum cranking pressure of 200 p.s.i. any engine that has over 200 p.s.i. will be illegal.

WATER PUMP

- 1. Cast or aluminum permitted.
- 2. No electric water pump.

FUEL PUMP

- 1. Mechanical pump only
- 2. No electric pumps

CARBURETOR

- A. One four barrel carburetor only

- B. No dominators or predator carburetors allowed
- C. Engine must be naturally aspirated.
- D. May use one carburetor spacer and two (1 gasket between intake & spacer and 1 gasket between spacer & carburetor) standard one-piece paper gaskets (max 0.070" inch thick)
- E. 602 may use a 2" inch total thickness + .040 tolerance
- F. 604 may use a 1" inch total thickness + .040 tolerance
- G. No part of spacer may enter intake plenum

HEADERS

- A. Any Crate style header allowed / must run parallel to ground

IGNITION

- A. Any electronic or points ignition

STEERING

- A. Any / all racing styles racks permitted (Appleton, Sweet, Etc.)

REAR END / REAR AXLE

- A. Any type of rear end / differential permitted
- B. Aluminum tubes are ok
- C. Wide 5 hubs allowed
- D. No independent rear suspension permitted

TRANSMISSION

- A. Any transmissions allowed
- B. All transmissions must be fully functional with both forward and reverse gears

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.
- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

CHASSIS / FRAMES

1. Both Rectangle and Square Tubed Frames are legal
2. All frames must be of steel construction

Square Tube Frames

- A. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.

Round Tube Frames

- A. The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.

3. No aluminum or titanium frames permitted in construction of car
4. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
5. It is recommended that all cars be equipped with a tow hook or strap.
6. All battery supports must be braced in two axis - two horizontal and one vertical.
7. Minimum wheelbase span of 103" inch

BODIES

- A. Same as Limited Late Model and Sportsman. (see drawing diagrams for specific details)

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum
- B. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. Rear spoiler material must not exceed the maximum of twelve-inches (12") in height (measured from deck to tip of material)

SEATS

- A. Must have racing seat
- B. Must be mounted with 4 grade 5 or better hardware
- C. Must have 4 or 5 point safety belts

FIREWALL

- A. A full metal fire wall must encompass the front, rear, sides, and floor of the driver

FUEL / FUEL CELL

- A. Fuel cell w/steel can and 2" steel straps mounted in rear of car only
- B. Gas or E85 only! No alcohol, nitrous oxide, nitro methane, or any other nitrate additives

BRAKES

- A. Must be equipped with sufficient four (4) wheel braking system.
- B. On track three wheel braking is allowed
- C. Any type steel brakes allowed
- D. No titanium or carbon fiber brake rotors are permitted

WHEELS / TIRES

- A. Front tires open.
- B. Rear tires Hoosier 1600's or American Racer 56's
- C. All rear tires must punch / stick 50 AT ANY GIVEN TIME with the track's durometer.
- D. No Chemical Treating of tires allowed
- E. Bead locks permitted
- F. Wheel width 14" (inch) maximum

WEIGHTS

- A. 602 GM = 2200 lb
- B. 604 GM = 2300 lb

All cars are subject for inspection and P/G at any time by officials!!

Crate Protest

A fee of \$1000 dollars must be put forth by protester within 5 minutes of race ending. (Track will retain 30% of the protest fee to pay certified inspector) Protest fee must be given to the tech man or back gate official along with explanation of what is being protested. Car being protested will remove engine from car and track will take possession of said engine and will have a certified tech inspector check engine for any violations. GM specs will be used on 602-604 engines.

ONCE PROTEST MONEY IS RECEIVED; PROTEST CAN NOT BE CANCELLED!!

Refusal of protest will result in loss of race points and winnings.

SPORTSMAN / BEGINNEERS RULES

ENGINE RULES

- A. Steel blocks only, may be bored to casting limits
- B. Flat top pistons only. (Pistons cannot rise above deck)
- C. Crank must be stock or stock replacement (stock stroke Scat/Eagle parts legal)
- D. Balancing permitted but no lightening or knife-edging allowed
- E. Polishing stock rods allowed
- F. Any steel rods
- G. 6" rods permitted
- H. Press or floating pins permitted
- I. Wet sump oil system only
- J. No splayed main caps
- K. 602 Crate Motors MUST be sealed and meet GM Specs
- L. 602 Crate Motors can use MSD distributor

WEIGHTS

- A. Cars with a 362 (.060 over bore) or smaller C.I.D. weigh 2300 LBS
- B. Cars with a 363 (.060 over bore) larger C.I.D. weigh 2450 LBS
- C. Cars with GM 602 Crate motors = 2200LBS

**CORRECT WEIGHT must be posted on / above the driver's side front window post!
Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!! All
posted weights MUST be correct for the engine you have in your car! NO EXCEPTIONS!!!**

ENGINE SET BACK

- A. A maximum of 6" from center of top ball joint to the most forward spark plug hole

HEADS

- A. Any STEEL OEM 23 degree head allowed (GM Bowtie Steel head legal)
- B. No porting or polishing allowed
- C. Combustion chamber to be no cc limit
- D. No machine cuts or grinding in combustion chamber ports
- E. NO SHAFT MOUNTED ROCKER ARMS

CAM

- A. Any hydraulic or flat tappet cam and lifters allowed
- B. Lifter diameter must be OEM for make
- C. Roller rockers allowed
- D. Any valve spring permitted

VALVES

- A. Intake 2.02 max.
- B. Exhaust 1.600 max.

INTAKE MANIFOLD

- A. Aluminum or cast iron ONLY permitted
- B. No plastic or carbon fiber intakes
- C. No porting/polishing or grinding anywhere permitted

WATER PUMP

- A. Cast or aluminum permitted.
- B. No electric water pump.

FUEL PUMP

- A. Mechanical pump only
- B. No electric pumps

CARBURETOR

- A. One four barrel carburetor only
- B. No dominators or predator carburetors allowed
- C. Engine must be naturally aspirated.

- D. May use one carburetor spacer

HEADERS

- A. Any type header allowed / must run parallel to ground

IGNITION

- A. Any electronic or points ignition

SUSPENSION / SHOCKS / SPRINGS

- A. Racing shocks allowed
- B. No adjustable or canister shocks OF ANY KIND permitted

STEERING

- A. Any / all racing style racks permitted (Appleton, Sweet, Etc.)

REAR END / REAR AXLE

- A. Any type of rear end / differential permitted
- B. Aluminum tubes are ok
- C. Wide 5 hubs allowed
- D. No independent rear suspension permitted

TRANSMISSION

- A. Any transmission allowed
- B. All transmissions must be fully functional with both forward and reverse gears

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter
- B. All drive shafts must be painted white
- C. Only one drive shaft is permitted
- D. All drive shafts must be protected with a secure drive shaft hoop or sling

CHASSIS / FRAMES

- Both Rectangle and Square Tubed Frames are legal

Square Tube Frames

- A. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousandths inch (.083") wall thickness.

Round Tube Frames

- A. The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- B. No aluminum or titanium frames permitted in construction of car
- C. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- D. It is recommended that all cars be equipped with a tow hook or strap.
- E. All battery supports must be braced in two axis - two horizontal and one vertical. F. Minimum wheelbase span of 103" inch

BODIES

- A. Same as Limited Late Model and Crate Late Model (see drawing diagrams for specific details)

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum
- B. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. Rear spoiler material must not exceed the maximum of eight-inches (8") in height (measured from deck to tip of material)
- H. 12" spoilers will be permitted with an additional 50 lbs.

SEATS

- A. Must have racing seat
- B. Must be mounted with grade 5 or better hardware
- C. Must have 4 or 5 point safety belts

FIREWALL

- A. A full metal fire wall must encompass the front, rear, sides, and floor of the driver

FUEL / FUEL CELL

- A. Fuel cell w/steel can and 2" steel straps mounted in rear of car only

B. Gas or E85 only! No alcohol, nitrous oxide, nitro methane, or any nitrate additives

BRAKES

- A. Must be equipped with sufficient four (4) wheel braking system.**
- B. On track three wheel braking is allowed**
- C. Any type steel brakes allowed**
- D. No titanium or carbon fiber brake rotors are permitted**

WHEELS / TIRES

- A. Front tires open.**
- B. Rear tires Hoosier 1600's or American Racer 56's**
- C. All rear tires must punch / stick 50 AT ANY GIVEN TIME with the track's durometer.**
- D. No Chemical Treating of tires allowed**
- E. Bead locks permitted**
- F. Any steel or aluminum wheel / 14" (inch) maximum width**

WEIGHTS

- A. Cars with a 362 (.060 over bore) or smaller C.I.D. weigh 2300 LBS**
- B. Cars with a 363 (.060 over bore) or larger C.I.D. weigh 2450 LBS**
- C. Cars with GM 602 Crate motors = 2200 LBS**

CORRECT WEIGHT must be posted on/above the driver's side front window post!

Claiming the incorrect weight / motor combination will result in IMMEDIATE DISQUALIFICATION!! All posted weights MUST be correct for the engine you have in your car! NO EXCEPTIONS!!!

For CRATE 602 Protests - A fee of \$1000 dollars must be put forth by protester within 5 minutes of race ending. (Track will retain 30% of the protest fee to pay certified inspector) Protest fee must be given to the tech man or back gate official along with explanation of what is being protested. Car being protested will remove engine from car and track will take possession of said engine and will have a certified tech inspector check engine for any violations. GM specs will be used on 602-604 engines.

ONCE PROTEST MONEY IS RECEIVED; PROTEST CAN NOT BE CANCELLED!!

Refusal of protest will result in loss of race points and winnings

A-HOBBY

CHASSIS TYPE	MOTOR TYPE	TRANSMISSION TYPE	WEIGHT MINIMUM	SPOILER HEIGHT
CAMARO CLIP	350	RACING	2600	12"
CAMARO CLIP	350	STOCK	2450	12"
CAMARO CLIP	400	RACING	2700	12"
CAMARO CLIP	400	STOCK	2550	12"
CAMARO CLIP	602	RACING	2400	12"
CAMARO CLIP	602	STOCK	OPEN	12"
FULL JIG CHASSIS	602	RACING	2600	8"
FULL JIG CHASSIS	602	STOCK	2450	8"

***All Camaro Clip cars must maintain 3 link suspension, no coil overs or 4 links allowed.**

ENGINES

- A. Steel blocks only, may be bored to casting limits**
- B. Flat top pistons only. Cannot come above deck**
- C. Crank and rods must be stock or stock replacement (stock stroke and stock rod length.)**
- D. Scat/Eagle parts legal**
- E. Balancing permitted but no lightening or knife-edging allowed**
- F. Polishing stock rods allowed**
- G. Wet sump oil system only**

ENGINE SET BACK

- A. The center of the top ball joint must be even with the most forward spark plug hole (1" tolerance)

HEADS

- A. Any Steel OEM 23 degree head allowed (GM Bowtie allowed)
- B. No porting or polishing allowed
- C. Combustion chamber to be no less than 60cc
- D. Intake runner GM 195cc/Ford 205cc/Mopar 205cc maximum
- E. No machine cuts or grinding in combustion chamber or ports

CAMS

- A. Any hydraulic or flat tappet cam and lifters allowed
- B. Lifter diameter must be OEM for make
- C. Roller rockers allowed
- D. Any valve spring permitted

VALVES

- A. Intake 2.02 max.
- B. Exhaust 1.600 max.

INTAKE MANIFOLD

- A. Aluminum permitted
- B. No porting/polishing or grinding anywhere permitted

CARBURETOR

- A. One four barrel carburetor only
- B. No dominators or predator carbs allowed

HEADERS

- A. Any type header allowed / must run parallel to ground

IGNITION

- A. Any electronic or points ignition

SUSPENSION / SHOCKS / SPRINGS

1. Tubular upper a-arms permitted / must be in stock location
2. Lower control arm must be OEM for clip cars
3. No adjustable or canister shocks OF ANY KIND permitted
4. Racing shocks and wedge bolts allowed
5. Coil over eliminators permitted
6. Multi-leaf, composite single leaf, or 3 link rear suspension only

7. No coil over's allowed
8. No tranction LRF shocks allowed
9. All springs must have a 5" O.D. minimum

STEERING

- A. Racing racks permitted (Appleton, Sweet, Etc.)

REAR AXLE / REAR END

1. Stock type or quick-change with steel or Aluminum tubes
2. Wide 5 hubs allowed
3. No independent rear suspension permitted
4. No torque arms (lift bars, 5'th, and 6'th coils) allowed
5. No coil over's allowed/no birdcages/no brake floaters allowed
6. Pull bars permitted

TRANSMISSIONS

1. All transmissions must be fully functional with both forward and reverse gears
2. Must be OEM type [standard or automatic]
3. Must use blow proof bell housing on standard shift
4. Driveshaft must be painted White

FLYWHEEL

- A. Stock steel flywheel only no lightening of any kind
- B. Automatics must have OEM torque converter
- C. Multy disc clutches will be permitted with the addition of 50 lbs.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.
- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

CHASSIS / FRAMES

- Both Rectangle and Square Tubed Frames are legal
- Cars must have a stock clip from mid-plate forward
- Full jig cars are permitted with 602 Crate motors. See above for weights / details.

Square Tube Frames

- A. The frame of all cars must be constructed of two inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousands inch (.083") wall thickness.

Round Tube Frames

- A. The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousandths inch (.083") wall thickness minimum.
- B. No aluminum or titanium frames permitted in construction of car
- C. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.
- D. It is recommended that all cars be equipped with a tow hook or strap.
- E. All battery supports must be braced in two axis - two horizontal and one vertical.
- F. Minimum wheelbase span of 103" inch
- G. Number 1 spark plug must be in line with upper ball joint (1" tolerance)

BODIES

- A. Steel, aluminum or fiberglass bodies allowed
- B. Nose panel and roof must match
- C. Rear can be enclosed [optional]
- D. Deck width of car may be no wider than 72 inches
- E. Tubular bumpers allowed.
- F. Eight (8) inch spoiler with matching side braces allowed

SPOILER

- A. Maximum seventy-two inch (72") width.
- B. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- C. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- D. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- E. Total amount of rear spoiler material used on CAMARO CLIP CARS must not exceed twelve inches (12") in height (measured from deck to tip of material).
- F. Total amount of rear spoiler material used on FULL JIG CARS must not exceed eight-inches (8") in height (measured from deck to tip of material).

SEATS

- A. Must have racing seat
- B. Must be mounted with grade 5 or better hardware
- C. Must have 4 or 5 point safety belts

FIREWALL

- A. A full metal fire wall must encompass the front, rear, sides, and floor of the driver

FUEL / FUEL CELL

- A. Fuel cell w/steel can and 2" steel straps mounted in rear of car only
- B. Gas or E85 only! No alcohol, nitrous, methane, or any other nitrate additives

BRAKES

- A. All cars must have an operational (4) wheel braking system
- B. 3 wheel / right front break shut offs are ok
- C. Any type steel brakes allowed

WHEELS / TIRES

- A. Front tires open.
- B. Rear tires Hoosier 1600's or American Racer 56's
- C. All rear tires must punch / stick 50 AT ANY GIVEN TIME with the track's durometer.
- D. No Chemical Treating of tires allowed
- E. Bead locks permitted
- F. Any steel or aluminum wheel / 14" (inch) maximum width

ECONO / B-HOBBY

VERY VERY IMPORTANT!!!! PAY ATTENTION / READ CAREFULLY!!!!

THERE ARE (2) DIFFERENT TYPES / STYLES OF CARS THAT WILL BE ALLOWED TO RACE IN THIS PARTICULAR CLASS. EACH TYPE / STYLE HAS IT'S OWN / SEPARATE / INDIVIDUAL SET OF RULES TO ABIDE BY. ONE SET OF RULES WILL BE CALLED ECONO, THE OTHER WILL BE CALLED B-HOBBY. IF YOU HAVE AN ECONO STYLE RACE CAR, YOU WILL BE TECHED ON / WILL HAVE TO COMPLETELY (100%) ABIDE BY THE ECONO CAR RULES. IF YOU HAVE A B-HOBBY STYLE RACE CAR, YOU WILL BE TECHED ON / WILL HAVE TO COMPLETELY (100%) ABIDE BY THE B-HOBBY CAR RULES. SO, IN LAYMEN'S TERMS, YOU'RE RACE CAR WILL HAVE TO BE IN 100% COMPLIANCE WITH THE FULL / PROPER SET OF RULES THAT MATCH YOUR RACE CAR. THEREFORE, NO CAR WILL BE ABLE TO "CHERRY PICK" (PICK AND CHOOSE) THROUGH EACH SET OF RULES TO REEP ALL OF THE PROS / ADVANTAGES. (EX. YOU COULD NOT ADOPT THE SUSPENSION ADVANTAGE FROM THE ECONO CARS AND THE MOTOR RULES FROM THE BHOBBY) ALL RACE CARS HAVE TO BE IN 100% COMPLIANCE WITH THE SET OF RULES FOR EITHER ECONO OR FOR

B-HOBBY. NO EXCEPTIONS!! ANY CARS NOT IN 100% COMPLIANCE WITH THE PARTICULAR SET OF RULES FOR THEIR CAR STYLE, WILL BE DISQUALIFIED IMMIDIATELY. THE NAME OF THE TYPE / STYLE OF CAR THAT YOU ARE RACING (ECONO OR B-HOBBY) IS TO BE POSTED ON THE DRIVER'S FRONT WINDOW POST OR HOOD. ANY CAR NOT LABELED ECONO OR B-HOBBY WILL BE DISQUALIFIED. NO EXCEPTIONS!!!!

(NOTE: ALL ECONO CAR / STYLE RULES WILL BE WRITTEN IN BLUE) (NOTE:

ALL B-HOBBY CAR / STYLE RULES WILL BE WRITTEN IN PURPLE)

ECONO CAR / STYLE RULES

ENGINE RULES

- A. Steel blocks only. May be bored to casting limits.
- B. Maximum 362 CID
- C. Four eye brow cast or hypereutectic only.
- D. No dome pistons allowed.
- E. Cast crank only (NO STEEL CRANKS) F. OEM length rods or STOCK replacement rods.
- G. NO 6" rods.
- H. No floating pins.
- I. Wet sump oil system only.
- J. Optional engine: 602 GM P/N #88958602 must be sealed and **NOT TAMPERED WITH!!**

WEIGHTS

- A. Cars with 362 max CID must weigh a minimum of 2900 lbs.
- B. Cars with 602 crate engine must weigh a minimum 2800 lbs.

HEADS

- A. Any STEEL OEM 23 degree head allowed. (Must have casting # visible and readable)
- B. Vortec heads are permitted.
- C. Open chamber style heads only. (70 CC limit on all heads)
- D. Straight plug heads only on Chevrolet.
- E. Ford and Chrysler angle plug OEM cast iron heads permitted
- F. World Products (stock replacement) Chevrolet head casting # I-052 permitted
- G. No bow tie, W2 or Ford SVO allowed.
- H. Steel valves only
- I. NO porting or polishing.
- J. Single valve springs only.
- K. No roller rocker arms. (stamped steel only)
- L. No port matching.

CAMS

- A. Hydraulic cam only, maximum lift of .425.
- B. Hydraulic lifters only.
- C. Lifter diameter must be OEM for make.

VALVES

- A. Intake 1.94 max.
- B. Exhaust 1.50 max.

INTAKE MANIFOLD

- A. Aluminum or cast intakes only.
- B. No porting/polishing or grinding on anywhere on intake.

CARBURETORS

- A. One four barrel carburetor only.
- B. No Dominator or predator carburetors allowed.

HEADERS

- A. Any type headers allowed/ must run parallel to ground.

IGNITION

- A. OEM ignition only.
- B. HEI distributor permitted.

SUSPENSION/SHOCKS/SPRINGS

- A. Racing shocks permitted (steel only) 1 shock per wheel only.
- B. No coil over shocks allowed.
- C. No adjustable or canister shocks OF ANY KIND permitted D. Tubular upper A arms permitted/ must be in stock location.
- E. Lower control arm must be OEM for clip cars.
- F. Coil over eliminators permitted.
- G. Multi-leaf or 3 link rear suspension only.
- H. All springs must have a 5" O.D. minimum.

STEERING

- A. OEM steering only.
- B. Rack and pinion steering allowed with a 50 pound weight penalty.

REAR AXLE/REAR END

- A. Stock type or quick-change with steel tubes.
- B. Wide 5 hubs allowed
- C. No independent rear suspension permitted.
- D. No torque arms (lift bars, 5th, and 6th coils) allowed.
- E. No coil overs allowed / no birdcages / no brake floaters allowed.

TRANSMISSION

- A. All transmissions must be fully functional with both forward & reverse gears.
- B. Must be OEM type (standard or automatic).
- C. Must use blow proof bell housing on standard shift,
- D. Drive shaft must be painted white.
- E. Multy disc clutches will be permitted with the addition of 100 lbs.

FLYWHEEL

- A. Stock flywheel only, no lightening of any kind.
- B. No direct drives allowed.
- C. Automatics must have OEM torque converter.
- D. Multy disc clutches will be permitted with the addition of 100 lbs.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of 2" in diameter.
- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

CHASSIS/FRAME

- A. Must be stock clip from mid-plate forward.
- B. Minimum wheelbase span of 104".
- C. Roll-bars must be steel tubing with 1 ½" minimum diameter.

- D. Tubing wall thickness must be .083 minimum.
- E. Number 1 plug must be in line with upper ball joint (1" tolerance).

BODY

- A. OEM stock steel bodies must maintain stock appearance. Rear of car can be open.
- B. OPTIONAL BODIES: Stock appearing aftermarket steel or aluminum bodies will be allowed. All aftermarket bodies must have plastic nose and tail pieces, roofs must be stock appearing fiberglass or steel, no dirt late model style roofs. Hood may be fiberglass, aluminum, or steel. If you use an aftermarket body, install I right. No flat-sided bodies, no dirt late model style bodies allowed. All bodies must be mounted straight6-uo, this means your roof is mounted exactly in the center of the chassis (left to right). All bodies stock or aftermarket are subject to approval by the technical inspector.
- C. No front push bars will be allowed. All tubing must be kept completely behind front bumper in the grill area. If you have a body style with a plastic nose piece, all guards must be behind nosepiece.
- D. Rear of car may be open. Rear push bars permitted.
- E. All cars with stock bodies must have OEM type front bumper. No homemade bumpers.
- F. No glass or lexan in windows (must be open).
- G. Any plastic additions must conform to original body contour.
- H. No homemade nose pieces or body parts.

SPOILERS

- A. Rear spoiler must be manufactured of material of adequate strength, such as sheet metal, Lexan, or aluminum
- B. Maximum 65" width
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panel ends. No extended decks permitted.
- E. Maximum of 3 rear spoiler supports. Option of 2 additional 1" aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- G. Rear spoiler material maximum 8" height measured from deck to tip of material.

SEATS

- A. Must have racing seat.
- B. Must be mounted with grade 5 or better hardware.
- C. Must have 4 or 5 point safety belts.

FIREWALL

- A. A full metal firewall must encompass the front, rear, sides, and floor of the driver.

FUEL/ FUEL CELL

- A. Fuel cell w/ steel can and 2" steel straps mounted in rear of car only.
- B. Gas or E85 only.

BRAKES

- A. All cars must have an operational 4 wheel braking system.
- B. 3 wheel/ right front brake shut-offs are permitted.
- C. Any type steel brakes allowed.

WHEELS / TIRES

- A. Front tires open
- B. All rear tires must punch/ stick 50 AFTER THE RACE with the tracks durometer.
- C. Wheels must be steel and 12" max width.
- D. Bead locks permitted.
- E. No chemical treating allowed.

B – HOBBY CAR / STYLE RULES

ENGINES

- A. Any cubic inch allowed as long as block and crank match [350 block/350 crank or 400 block/400 crank]
- B. Flat top pistons only (pistons cannot rise above deck)
- C. OEM crank only, balancing permitted, but no lightening or knife edging allowed
- D. Stock rods only
- E. Wet sump oil systems only
- F. No splayed main caps

WEIGHTS

- A. All cars must weigh a minimum of 3100 pounds at all times.

HEADS

- A. Any STEEL OEM 23 degree head allowed, no after markets.
- B. No porting or polishing allowed
- C. No machine cuts or grinding in combustion chambers
- D. No roller rocker arms permitted

CAMS

- A. Cam shaft and lifters must be hydraulic only NO EXCEPTIONS!

VALVES

- A. Intake 2.02 max
- B. Exhaust 1.60 max
- C. Valve springs and retainers must be stock

INTAKE MANIFOLDS

- A. Aluminum or cast intakes only.
- B. No porting/polishing or grinding on intake

CARBURETORS

- A. One four barrel carburetor only
- B. No dominator or predator carburetors allowed

HEADERS

- A. Any type headers allowed/ must run parallel to ground

IGNITION

- A. OEM Ignition only
- B. HEI distributor permitted

SUSPENSION/SHOCKS/SPRINGS

- A. Racing shocks permitted (steel only)
- B. No coil over shocks allowed
- C. No adjustable or canister shocks OF ANY KIND permitted
- D. Springs must remain in stock location
- E. All springs must have a 5" O.D. minimum diameter
- F. Tubular upper A arms permitted
- G. Lower A arms must be OEM for car
- H. No 3-link allowed
- I. Multi leaf springs only. No composite or single leaf.

STEERING

- A. OEM steering only

REAR END/REAR AXLES

- A. 9" Ford permitted
- B. Rear ends may be locked

TRANSMISSION

- A. Must be stock (no direct drives)
- B. Automatics must have OEM type converters (no bypass valves)
- C. Stock fly wheel/clutch/pressure plate for straight shifts (no lightening of any kind)
- D. Multy disc clutches will be permitted with the addition of 100 lbs.

FLYWHEEL

- A. Stock fly wheel/clutch/pressure plate for straight shifts (no lightening of any kind)
- B. Multy disc clutches will be permitted with the addition of 100 lbs.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.
- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

CHASSIS / FRAME

- A. All frames / chassis must be 100% stock
- B. No jig chassis or frames permitted
- C. Engines must remain in stock location

ROLL CAGE

- A. Must have at least an 8 point cage with door bars
- B. Driver door must have 3 door bars and 2 bars on right door
- C. Full roll cage is required
- D. Tubing must be a minimum of 1 ½" in diameter & 0.83" wall thickness

BODIES

- A. 1970 cars or newer [American made stock steel bodies]
- B. 108" minimum wheelbase
- C. Roofs and hoods must be OEM
- D. Stock appearing homemade sheet metal / aluminum style side bodies will be permitted (MUST BE STOCK IN APPEARANCE. This deviation is due to the lack of available stock / OEM style bodies available for repairs and / or replacements. IF YOU SHOW UP WITH A LATE MODEL STYLE / LOOKING RACE CAR, YOU WILL BE DISQUALIFIED!!!! NO EXCEPTIONS)
- E. Hulling is allowed but must have stock firewall & floor pan
- F. All doors must be welded shut

SPOILER

- A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum.
- B. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler height cannot exceed a maximum of 6" in height
- G. Spoiler side braces cannot exceed 12" in length and cannot be taller than spoiler
- H. Spoiler supports cannot be mounted wider than the top of the quarter panel.
- I. Total amount of rear spoiler material used must not exceed six-inches (6") in height (measured from deck to tip of material).

SEATS

- A. Must have racing seat
- B. Seat must be mounted with grade 5 or better hardware
- C. Must have 4 or 5 point safety belts

FIREWALL

- A. Factory firewall and floor pan must remain

FUEL/FUEL CELL

- A. Gas or E85 only! No alcohol, nitrous oxide, nitro methane, or any other nitrate additives
- B. Fuel cell with steel can and 2" steel straps mounted in rear of car only

BRAKES

- A. Must be equipped with sufficient 4 wheel braking system
- B. OEM style brakes only
- C. No titanium or carbon fiber brake rotors allowed

WHEELS/TIRES

- A. Steel wheels only. 12" maximum width
- B. Bead locks permitted
- C. Wide 5 wheels allowed with adaptors
- D. Front tires open
- E. All rear tires must punch / stick 50 AFTER THE RACE with track durometer F. No chemical treating allowed

WEIGHTS

- A. All cars must weigh a minimum of 3100 pounds at all times.

PONY / FRONT WHEEL DRIVE

ENGINES

- A. No rotary or turbo engines
- B. Must be steel block.
- C. Engine must be in stock location.
- D. Any steel rod
- E. Must have stock crank and stroke
- F. Crank may be lightened
- G. Must have stock lifters

WEIGHTS

- A. One pound per engine CC displacement. (Example 2300 C.C. must weigh 2300lbs.)
- B. NO CAR (regardless of cc) can weigh under 2000 LBS.
- C. Track reserves the right to adjust weights in interest of competition should it deem necessary.

HEADS

- A. OEM Steel (except Toyota - Aluminum)
- B. Porting and polishing allowed.

CAMS

- A. Solid lift cam permitted
- B. Hydraulic Cams will receive a 100 LB weight break
- C. Roller cams permitted (add 50#)

VALVES

- A. Any valve job
- B. Porting and Polishing allowed
- C. Any valve

INTAKE MANIFOLDS

- A. Any intake manifold allowed.
- B. Porting and polishing allowed.

CARBURETORS

- A. Holley 500 cfm maximum.

HEADERS

- A. Headers permitted.

TRANSMISSION

- A. Must have working forward and reverse gears.

FLYWHEEL

- A. Minimum of 16 lbs. (ANY OTHER MUST ADD 70 lbs.)

ROLL CAGE

- A. ROLL CAGE REQUIRED

SEATS

- A. Must have racing seat
- B. Seat must be mounted with grade 5 or better hardware
- C. All car must have 3 inch seat belts with shoulder harness and must be attached to roll cage.

BODIES

- A. Maximum wheelbase is 101 inches (+ – 1-inch)
- B. Minimum wheelbase is 92 inches (+ – 1-inch).
- C. Wheelbase must match body.
- D. No rear engines cars.
- E. Interior body panels and dash may be removed.
- F. All plastic, glass, emblems, etc. must be removed.
- G. All exterior body panels and hood must be stock appearing.
- H. Front and rear bumper covers allowed (must be made of rubber or flexible plastic material)
- I. Stock type bumpers or tube bumpers permitted.
- J. No skid plates, bars, and pipes anywhere on racecar
- K. Push bars front and rear permitted.
- L. Front push bar must stay behind front bumper.
- M. Rear push bar may be attached to rear bumper.

FUEL/FUEL CELL

- A. Gas or E85 only! No alcohol, nitrous oxide, nitro methane, or any other nitrate additives B. Fuel cell with steel can and 2" steel straps mounted in rear of car only
- C. Racing fuel allowed.
- D. Fuel cell may be relocated to trunk area.
- E. Must have adequate firewall between the driver and fuel cell.

FIREWALL

- A. Factory firewall and floor pan must remain

WHEELS/TIRES

- A. Bead locks permitted.
- B. 8" maximum
- C. Front tires open
- D. All rear tires must punch / stick 50 AT ANY GIVEN TIME with the track's durometer E. No chemical treating allowed

WEIGHTS

- A. One pound per engine CC displacement. (Example 2300 C.C. must weigh 2300lbs.)
- B. NO CAR (regardless of cc) can weigh under 2000 LBS.
- C. Track reserves the right to adjust weights in interest of competition should it deem necessary.

PONY PROTEST FEES

\$200.00 to pull head, check head, intake, carburetor and bore & stroke.

\$150.00 to pull transmission and check clutch and weigh flywheel

ENDURO

- 1. ALL CARS MUST REMAIN (MECHANICALLY) IN OEM / STANDARD FASHION:
 - A. DOT STREET LEGAL TIRES B.
 - STOCK MOTOR
 - C. STOCK SPRINGS / SHOCK
- 2. ALL CARS MUST MEET A MINIMUM WEIGHT REQUIREMENT OF 3300 POUNDS (AT MINIMUM) AND HAVE A MINIMUM WHEEL SPAN OF 108" (AT MINIMUM).
- 3. FOR SAFETY PURPOSES, ALL CARS ARE REQUIRED TO BE EQUIPPED WITH THE FOLLOWING:
 - A. A RACING FUEL CELL
 - B. A 4-POINT ROLL CAGE
 - C. A RACING SEAT AND RACING SEAT BELTS
 - D. A CHARGED FIRE EXTINGUISHER
 - E. AUTOMATIC TRANSMISSION
- 4. ALL DRIVERS ARE REQUIRED TO WEAR A RACING HELMET, FIRE SUIT, AND RECEIVER