

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 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 officials. Their decision is final.

-The Management of Ace Speedway.

SECTION 1: GENERAL RULES

DISCLAIMER: The rules and 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 the events, and by participating in these events, all participants are considered to have agreed to comply with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THIS PUBLICATION OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The Race Director and Competition Director shall be empowered to permit minor deviations from any of the specifications herein or impose further restrictions that in his/her opinion do not alter the minimum safety requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERNATIONS OR SPECIFICATIONS.** Any interpretation of, or deviation from these rules is left to the discretion of the officials. Decisions of the officials are deemed to be final.

- 1.** Each driver, car owner and crew member is responsible for being familiar with the rules of Ace Speedway, including the official flag rules.
- 2.** Ace Speedway reserves the right to add to, delete, supersede or modify any rules, exhibits or drawings that Ace Speedway deems necessary for the betterment and/or for the safety of auto racing. Any changes from the printed rulebook will be issued in writing in the form of an amendment. Amendments will be posted at the track and printed copies will be available to the competitors. No track official will have the authority to verbally approve any rule change without subsequent written documentation in the form of an amendment.
- 3.** The decisions of the track officials on the interpretation and application of the rules, scoring, flagging and race procedure are final.
- 4.** No driver, car owner, or crew member shall bring any claim for damages, expenses, etc. against Ace Speedway or any Ace Speedway official.
- 5.** Entrants are independent contractors entering a sporting event to compete for prize money. There is no right to race. Ace Speedway reserves the right to refuse the entry of any car, driver, car owner, or crew member. Furthermore, Ace Speedway reserves the right to revoke any entry, or any participants' claimed right to be on the track premises, if it is felt or determined that a participants' presence or conduct is not in the best interest of the sport of auto racing, the other competitors, the spectators, Ace Speedway management and/or staff. **In the interest**

of competition, Ace Speedway Management reserves the right to request that any driver or competitor be moved to a higher or lower division of competition.

6. Each driver must be properly registered with Ace Speedway to be allowed to compete. Registration consists of a driver completing a driver registration sheet and a race car information sheet. Both sheets must be filled out completely and turned into the Ace Speedway office, the race night registration/sign-in office, the chief steward or your division inspector. Drivers will not be allowed to compete without being properly registered with Ace Speedway.

7. Each driver must provide complete tax information on their driver registration sheet. If a driver's tax reporting situation changes during the season it is the responsibility of the driver to notify Ace Speedway of such changes immediately. Otherwise, yearend tax reporting will be done according to the original information provided by the driver on the driver registration sheet.

8. Every driver must inspect the racing surface and the race track area to learn of any defects, obstructions, or anything that, in the driver's opinion, is unsafe. Any driver entering any racing event is considered to have inspected the track and determined that all conditions are satisfactory. If the driver does not feel that conditions are satisfactory, then the driver should not race. The driver further acknowledges that the driver is aware that auto racing involves risks and that by competing in an event the driver assumes these risks with full awareness and knowledge.

9. It is the responsibility of each competitor to prepare his or her race car to meet the safety and technical requirements for participating in a race event, and for the racing division being competed in. By entering a race event at the speedway, a competitor certifies that his or her race car meets all of the safety and technical requirements for participating in a race event in the division being competed in.

10. Any participant driver, car owner, crewmember, or spectator, injured at the speedway must report the injury, in detail, to their division official, the chief steward, and/or a member of the Ace Speedway management staff before leaving Ace Speedway property!! **Failure to report an injury before leaving the track will nullify any claim.**

11. Drivers and car owners must be at least (13) years of age. No one will be allowed to enter the pit area during practice, qualifying, or race without proper credentials including, but not limited to photo I.D. with verification of birth date/age. Minors will not be allowed to enter the pit area without the proper minor release form signed by their parent or legal guardian. All drivers must have the proper driver's license, credentials, and/or permission for the division that you will be competing in (or for a higher division than the one that you will be competing in) on any given night.

12. Car owner must register car number with Ace Speedway, prior to first race of season.

13. Drivers and/or car owners will be held responsible for the actions of their crew. Unacceptable behavior at the speedway will result in fines and/or disqualification and/or suspension.

14. Individuals involved in fighting may be fined \$500.00 and may be suspended from the track for up to two weeks. The fine is non-refundable and must be paid before the individual will be permitted pit access. If this infraction occurs during the last race of the season, the penalty will carry over to the next season.

15. Anyone consuming alcoholic beverages in the pit area will be suspended and fined \$100.00. Pit entry will be denied to any vehicle with alcohol beverages on board.

16. Any use of and/or possession of illegal drugs while on Ace Speedway property will result in a \$500.00 fine, indefinite suspension and possible arrest.

17. Possession of any weapon while on Ace Speedway property will result in a \$500.00 fine and possible arrest.

18. All fines must be paid before returning to race at the track. If not paid before, payment must be made at the registration/sign-in office before entering pits.

SECTION 2: SAFETY RULES

1. All cars in all divisions must pass safety inspection to race.
2. All drivers must wear an approved helmet. It is recommended that the helmet meet the specifications identified by Federal Motor Vehicle Safety Standard Regulations or American National Standards Institute, Inc. Full face type is recommended.
3. It is mandatory for drivers in **ALL** divisions wear a fire resistant driving suit. **THIS SUIT MUST BE WORN AT ALL PRACTICE SESSIONS (pre-race or weekly) AND AT ALL RACE EVENTS.** Fire resistant gloves and racing shoes are also recommended.
4. No passengers are allowed in the race car when the car is on the track.
5. Race cars must enter the racing surface from pit road inside Turn 2. Race cars must exit the racing surface using the pit entrance in Turn 4. Pit access on the back stretch is for emergency use only. When pitting during practice and races, pit behind the white line, leaving pit road clear. Maximum pit road speed is 20 mph and will be enforced during practice and race.
6. Medical Release: Any driver who has been injured, hospitalized for treatment, undergone surgery, or has been fitted by a physician with a cast, brace, or prosthesis, or who suffers from a chronic or progressive debilitating illness, may be required to present certification from the treating physician, stating that participation as a driver will not exacerbate any medical condition or complicate the process of normal healing. Ace Speedway further reserves the right to require such certification in the case of pregnant women wishing to participate in racing activities. In any such case, Ace Speedway reserves the right to decline the entry of any individual whose participation as a driver might endanger their own health or safety, or the health or safety of the other drivers, participants or spectators.
7. Loading cars: Load cars after all races are complete. Pit road must be kept clear during practice and races.
8. It is recommended that the area that extends from the top of the frame to the top door bar between the main roll bar and the front roll bar leg on the driver's side be covered with a 1/8" magnetic steel plate. The plate if used must be welded to the top door bar and the top of the frame rail.
9. Head and neck restraint systems are **HIGHLY** recommended.

SECTION 3: TIRE/FUEL/COOLANT

- 1.** There will be a tire rule in effect for all divisions at Ace Speedway. All competitors may purchase a maximum of (4) tires for the first race of the season. All tires used in competition (qualifying or race) in LMSC, LLM & Modified at Ace Speedway must come from Ace Speedway inventory and be properly marked and inventoried by track officials. Refer to division rules for specific tire requirements.
- 2.** Only approved tires are permitted. No other tires will be allowed.
- 3.** Tires that have been altered by internal/external means or additives will not be permitted.
- 4.** Any illegal tire or tires found before qualifying or race will be impounded by track officials. Use of such altered tires could result in fines, disciplinary action and/or suspension for driver and/or owner.
- 5.** Any illegal tire or tires found in post-race inspection will be impounded by track officials and driver subject to disqualification, fines, loss of points, and/or suspension.
- 6.** All Late Model, Modified, Limited Late Model and Mini Stock entries must use Sunoco Racing Fuel. Gas will be tested to enforce this rule.
- 7.** **No anti-freeze** will be allowed in any race car cooling system. You will be fined \$100.00.

SECTION 4: RACE PROCEDURES

1. FLAG RULES are defined by stock car racing rules. Competitors not familiar with purposes of individual flags are required to seek instruction or definition of such before competing.
2. If driver is wanting to compete in more than one class per night, it must be approved by head steward.
3. Late Model starting order will be determined by time qualifications, plus any applicable invert determined by race officials. In the event qualifying is postponed, the starting order will be determined by track points' standings, plus any applicable invert determined by race officials. Other divisions scheduled for qualification subject to the same rules.
4. In the event of duplicate qualifying times, the position shall be determined by the current track point standings; higher position in points receives the position. Should point standings not prevail, as in the first race of the season or a special event, the driver posting the duplicate time first receives the position. Ace Speedway officials reserve the right to assign number changes, in the event of duplicate numbers.
5. Any car in a division that qualifies will be required to compete on the tires used in qualifications.
6. Starting line-up for divisions not qualifying will be determined by a draw at registration/sign-in booth by driver or representative designated as such. All teams are responsible for drawing starting positions. If team fails to draw, drawing will be done by track personnel before line-ups are done.
7. In any TWIN race event, the winner of the first race will determine starting order by draw or other means used by track officials. The starting order shall be determined by the finishing position for the driver and car of the first race. Any driver starting the 2nd race of a Twin event in a different car than used in the first race will start from the rear of the field.
8. **Any driver in Modified, Limited, Mini Stock, Ucar or any other regulary scheduled division with (3) consecutive wins shall start at the rear of the field,** regardless of qualifying position, draw, or invert.
9. There will be time limit for all divisions but Late Model Stock. The time limit will be 1 minute per lap, all red flags will be deducted. (Ex. A 20 lap race will have a 20 minute time limit).
10. **LMCS, LLM, and Modified competitors must provide spotter with working radio on spotters stand during events** (optional but encouraged for other divisions). The spotter's stand is located on top of the infield concession stand unless otherwise designated. Spotters will be

allowed on the top of tow trucks or trailers during practice sessions only. Only spotters for cars in the competing division at that time will be allowed on the spotters' stand. No one will be allowed on top of tow trucks or trailers during feature race events. No banners will be allowed to be displayed on the top of any trailer or tow truck during the feature event.

11. All cars must come to the starting grid under their own power, unless otherwise directed by a track official. The first car to the starting grid activates a time limit of (3) minutes for the remainder of the field to line up. Cars not on the track at the end of the (3) minute time limit will start in the rear of the field for that race.

12. All starts and restarts shall be made at a designated area on the track and made known to the drivers in the prerace meeting.

13. Cars must maintain their positions as determined by Track officials until they reach the start/finish line. Cars may not change lanes until they have crossed the start/finish line. On the initial start, the fastest qualifier may choose the inside or outside lane. On restarts, the leader may choose the inside or outside lane. For re-starts the field will be lined up according to the line-up procedures distributed at Drivers meeting. When the cone is used, lead lap cars **ONLY** may take advantage of the cone choice rule. No car coming out of the pits is eligible to take the cone. Blocking, faking, or hitting the cone subject to penalty. **Driver pulling alongside another car before committal cone will be warned and/or penalized.** Cars to the inside of cone must remain in their line after passing cone. **Any changing of lanes after committal cone will result in black flag/stop-go penalty.** Cars one or more laps down to the leader must restart in running order, double-file behind the lead lap cars.

On all starts and restarts, the leader controls the field. The second place driver may **not** beat the leader to the start/finish line. Cars must **not** change lanes until they have crossed the start/finish line at the flag stand. In the event the second place car jumps the leader, the driver of the second place car has (1) lap to give back the position regardless of any other positions lost when giving back the leaders position. If you do not give the position back, you will be black flagged. In the event of a caution on the first lap of the race, the field will be restarted as per the original line up with the exception of the cars involved in the caution. They will restart at the rear of the field. The race will resume immediately when the green flag is displayed. Track officials may make a special ruling on starts or restarts for any race (i.e., following a red flag, the yellow flag will constitute an official restart of the race).

14. If the caution flag is displayed **during the last (10) laps of any Ace Speedway feature event, the restart rules reference in Section 13 will apply unless those changes are noted in the pre-race drivers meeting. Last (10) laps will be single file restarts in Late Model.**

15. All cars deemed to be involved in an accident that causes a caution/red flag will proceed to the rear of the field and follow cone procedures. If one lap is not complete, those cars deemed to be involved will restart at the rear of the field in the order of the original starting line-up. Any

car that goes in the pits during the caution/red flag period will restart at the rear of the field. Cars on pit road when cone is utilized must start at the end of the longest line.

16. ONLY TRACK PERSONNEL ARE ALLOWED ON THE RACE TRACK while the race is in progress. Any driver, owner, or crew member in violation of this rule will be subject to a fine and/or disciplinary action. In the case of a wreck on the track, drivers are instructed to stay in their car until a track official or safety personnel are at their car, unless car is on fire or over-turned, or such emergency that calls for immediate evacuation of the race car. A driver that leaves their car, for reasons other than inspection of such, while on the race track is deemed to forfeit the right to compete further in that event.

17. Any driver, owner, or crew member that leaves the confines of their pits to go to another driver's pits during or after a race and engages in any unsportsmanlike behavior will be subject to fines, suspension, and/or disqualification. A driver is responsible for the conduct of his car owner and/or pit crew.

18. There will be no repair or service to any car on the track, unless directed to do so by an Ace Speedway official.

19. Any cars deemed to be involved UNASSISTED in producing a caution (3) times or fails to maintain minimum speed, in the opinion of the race director, will be sent to the pits for the remainder of the race.

20. Any driver deemed to intentionally cause a caution flag condition will receive a minimum (1) lap penalty.

21. Any driver not heeding the black flag for (3) consecutive laps will be shown the disqualification flag and/or produce a caution. The driver will then be sent to the pits for the remainder of the event and subject to fines and/or suspension. Actions involving other competitors after disqualification on track during race will be subject to discretion of race officials. If black flag is displayed during the last (3) laps, the driver will serve corresponding penalty.

22. No car on the track may receive any assistance after the white flag has been displayed.

23. Should the caution or red flag be displayed **after** the white flag has been displayed, the lap will not be completed. The race will with a restart green/white/checkered procedure. Should the caution flag be displayed **after** the checkered flag has been displayed, the field will be frozen according to the last completed lap, minus any car(s) deemed to be involved in the caution. **NO RACING BACK TO THE CHECKERED FLAG.**

24. If the red flag is displayed, all cars on the track at that time must stop and stay in position until the yellow flag is displayed. Cars that are towed to the pits after the accident may receive service during the red flag period. Cars already in the pit area when the red flag is initially displayed may receive service during the red flag period.

25. The top (3) finishing cars will report to the front stretch for Victory Lane Interviews, photos, and ceremonies. Ace Speedway reserves the right to limit the number of cars for time purposes.

26. Weight of cars will be allowed $\frac{1}{2}$ pound per green flag lap for the feature event for fuel burn off, or $\frac{1}{2}$ pound per green flag lap in the final segment of multi-segment feature race.

27. Caution laps will not count unless otherwise specified.

SECTION 5: POST RACE INSPECTIONS

- 1.** The track reserves the right to inspect any car in any division after the race. Refusal to submit to an inspection will result in disqualification and/or a (1) race suspension of the driver plus a \$250.00 fine.
- 2.** Immediately after post-race interviews are complete, the top (3) finishing cars are to report directly to the infield inspection area, or other area designated by Ace Speedway official.
- 3.** No more than (2) crewmembers from each car will be allowed into the inspection area to do the disassembly and present the part or parts for inspection. No other crew members, drivers, or spectators will be allowed in the inspection area except for (1) designated crew member responsible for taking tires to impound, if required.
- 4.** No pit wagons allowed in tech area. Only small hand cart or tool trays allowed.
- 5.** Any parts to be inspected must be presented for inspection within the reasonable time period specified by the Chief Stewart. Failure to do so will result in disqualification.
- 6.** Only the crew chief, owner, driver, or designated representative of the cars in post-race inspection, will be allowed in the tech building during inspection of any item that is inspected for that race.
- 7.** Any part that is required to be presented for post-race inspection will be subject to impound, if necessary, to properly determine if that part is legal for use in competition.
- 8.** A determination by track officials that parts and/or equipment used in the event do not conform to rules of competition and/or track rules, or have been approved prior to the event, may result in disqualification, fine, and/or suspension.
- 9.** Ace Speedway has the right to confiscate any part and/or equipment, without obligation for payment or reimbursement, which does not conform to rules of competition and/or track rules. Refusal to surrender such parts and/or equipment will result in disqualification and/or a (1) race suspension of the driver plus a \$250.00 fine.
- 10.** The driver of a car that is disqualified will receive last place money and points for that event.

SECTION 6: PROTEST PROCEDURES

- 1.** Pre-race visual protest will be accepted prior to qualifying each night. Protest must be accepted by track official for that division.
- 2.** In order to protest a car, you must finish directly behind that car. Example, 3rd place can only protest 2nd place.
- 3.** All protests must be in writing (legible) and can only be made by the car owner, driver or designated representative.
- 4.** All protests must be made to the divisional steward within 15 minutes after the checkered flag is displayed signifying the completion of the race.
- 5.** Each separate protest shall be accompanied by a \$250.00 protest fee; however, a separate protest that involves the removal of the crankshaft from the engine shall be accompanied by a \$1000.00 protest fee. Also, a separate protest that involves the removal of a piston and/or connecting rod from the engine shall be accompanied by a \$750.00 protest fee. Protest fee must be present to the Chief Steward, in cash, when the protest is made. If during the tear-down of an engine protest that involves the removal of a piston, connecting rod, crankshaft, etc., any other parts removed prior to reaching the part being protested is subject to inspection by track officials. If any of those other parts are found to not comply with any rule published in the Ace Speedway rule book, the tear-down will cease and at the discretion of track officials, the parts will be deemed illegal and appropriate penalties will be applied. Protest fees will be returned to the protesting party.
- 6.** Fuel protest fee will be \$100.00.
- 7.** No protest will be accepted on any tire. Tires MAY NOT be altered or treated in any way. If impounded/qualifying tires are found to be altered or treated in any way before qualifying, loss of tire, fine of \$100.00 for each tire altered, must buy a new tire to replace any tire found to be altered and start at the end of the field. If detected after qualifying, loss of tire, fine of \$200.00 for each tire altered, must buy a new tire to replace any tire found to be altered and start at the end of the field. If found after the event, loss of the tire, \$300.00 for each tire altered and disqualification from the event. Any car starting the race on tires other than its qualifying tires loss of tire, fine of \$100.00 for each unapproved tire and start at the end of the field. If found after the event, loss of the tire, fine of \$200.00 for each unapproved tire found or more than allotted number of tires for that event, and moved to the rear of the pay-off sheet.
- 8.** Ace Speedway may at any time, impound for inspection, any tire used in competition (qualifying or the race) at any Ace Speedway event. If a determination on whether that tire has

been altered or treated in any way, the tire(s) in question will be subject to testing at an Ace Speedway approved testing facility. If the tire(s) in question are found to be within the specifications as originally manufactured, it will be returned to the competitor. If the tire(s) in question do not meet the specifications as originally manufactured, the competitor will be fined by the penalties outlined in the preceding paragraph of the General Rules. The competitor shall also be responsible for the costs involved in the testing of the tire(s) in question. The costs for "basic" (Mass Spectrometer) testing is \$80.00 per tire and a full analysis is \$230.00 per tire.

9. The track will retain half of all protest fees. Should the car being protested be found to be legal, the driver of that car will receive half of the protest fees. Should the car being protested be found to be illegal, the driver or car owner making the protest will receive half of the protest fees.

10. If a car is protested in the third to last or next to the last race of the season, the item or items being protested will also be inspected on the car that filed the protest. No protest will be accepted the last race night of the season. However any car selected for post-race inspection the last night of the season must pass tech inspection.

11. Refusal to submit to an inspection will result in disqualification and/or a (1) race suspension of the driver plus a \$250.00 fine.

12. Upon being notified that a protest has been filed, the car under protest must immediately be taken directly to the designated inspection area. If the car under protest is on the track for post-race driver interviews, immediately after post-race interviews are completed, the car under protest must be taken directly to the designated inspection area.

13. No more than (2) crew members from the protested car will be allowed into the inspection area for disassembly and present the protested parts for inspection. Only (1) individual from the protesting car will be allowed in the inspection area to observe. No other crew members, drivers, or spectators will be allowed in the inspection area.

14. Any parts to be inspected must be presented for inspection with the time period specified by the tech inspector. Failure to do so will result disqualification. The protested car will be given a reasonable amount of time for disassembly and to present the protested parts for inspection. The tear down time period begin when the protested car enters the inspection area. Time limit will be determined by the head tech official.

15. Any part for inspection will be subject to impound, if necessary, to properly determine if that part is legal for use in competition.

16. Ace Speedway officials reserve the right to accept or deny any protest.

SECTION 7: POINTS

- 1.** To be eligible for points, driver must present car for the start of the race.
- 2.** Points will be awarded for finishing position only.
- 3.** All cars must come to the starting grid under their own power.
- 4.** Any car that does make starting grid but unable to start race for any reason, will receive consideration for last place pay.
- 5.** Any car that takes the green flag will be considered to have started the race and will receive points and pay. Any car that leaves the starting grid for any reason will be placed in the rear of the starting grid. In the event (1) or more cars leave the starting grid, the order of line-up will be determined by original starting position. If any car takes the initial green flag under its own power and does not complete a lap, the finishing position will be determined by its starting position in relation to other cars that do not complete a green flag lap.
- 6.** A driver will be credited only with points earned by the car which originally started the feature race, and the original driver will be credited with all points earned by that car in that race. A driver cannot receive points for more than one car in the race.
- 7.** Driver changes permitted any time, however to be eligible for points for that entry, the change must occur before the green flag is displayed for the start of the event. After the green is displayed, the driver that took the green flag will be awarded points for that event, regardless of laps completed.
- 8.** Points will be awarded in descending order with the winner receiving (50) points and following positions minus (2) point increments. (50-48-46-44 etc.)
- 9.** In order to receive point fund money you may be required to display the division sponsor's decal on your car in a designated area for the entire season. Failure to display such decal will result in the forfeiture of any post season sponsor point fund distribution.
- 10.** Rookie of the Year: Any driver eligible to compete for the rookie of the year in any division is required to notify the Ace Speedway staff of that intent. The rookie application should be submitted to the management staff before the 3rd race of the season. To be eligible for rookie of the year, the candidate must not have competed in no more that (5) events in that division in any prior year. Any rookie candidate who substitutes in a race will be considered as competing in said race, and that race will count as one of the (5) events. Previous racing experience and achievements in that division or in any other racing series or sanctioning bodies will be considered in determining a rookie's eligibility. A rookie of the year candidate must compete in over 50% of those divisions' regular points' events to be eligible for the award.

SECTION 8: WEEKLY OPEN PRACTICE

The track will hold weekly open practice sessions on each Thursday night. Gates will open at 4:30PM and practice will run until 8:30 or dark, weather permitting. Only cars of the type scheduled to race at Ace Speedway during the current season will be allowed to practice, unless permission is granted by track officials. No go-karts or motorcycles will be allowed to practice. Drivers must be wearing a helmet and full fire resistant driving suit to be allowed on the track for practice. Practice order will be determined by track officials and number of participants. The flagman on duty may, if necessary, change the order of practice or shorten practice because of safety concerns. Racing fuel and tires will be available to purchase at the track during weekly open practice sessions.

SECTION 9: TRACK RENTALS

- 1.** Track rental must be scheduled through management. Please call Jason Turner 336-266-5653, Robert Turner 336-516-0616. If neither are available you may call Brenda Murphy 336-263-8096.
- 2.** Track is available Monday-Thursday 9AM to 5PM. Friday by approval only.
- 3.** Rental fees are \$150.00 per car, not per team.
- 4.** Payment of rental fee is due at the start of the rental session unless otherwise agreed upon.
- 5.** Fire and rescue units available to be on-site during rental sessions. Requests for rescue unit must be made (7) days in advance of the rental session date. Rate is \$75.00/half day, payable to rescue unit.
- 6.** Only one (1) car will be allowed on the track at a time.
- 7.** Drivers must be wearing a helmet and full fire resistant driving suit to be allowed on the track to practice.
- 8.** Teams are urged to respect scheduled times and adhere to appointment. Cancellations are required (4) hours in advance for scheduling purposes.
- 9.** Track Rental schedule:
 - Off-season Monday-Friday 9AM to 5PM
 - Saturday 9AM to 12PM
 - Sunday unavailable

SECTION 10: IDENTIFICATION & MARKINGS

- 1.** All car number configuration and design is subject to approval by track officials.
- 2.** Only single or double-digit numbers will be permitted. The size, color, and style of numbers must be adequate to permit prompt identification by track officials at all times.
- 3.** Door numbers must be at least 18" tall, excluding borders and silhouettes, and be neatly attached to or painted on both sides of the car on the center of the door. Door numbers must be a minimum of 4" in width, and slant no more than 30 degrees from vertical.
- 4.** Roof numbers must be at least 24" tall, excluding borders and silhouettes, and be neatly attached to or painted on the roof, reading from the driver's side. Roof numbers must be a minimum of 4" in width, and slant no more than 30 degrees from vertical.
- 5.** Block type numbers, minimum 5" tall, must be attached or painted on the uppermost corner of the right side windshield and the right rear taillight cover.
- 6.** Ace Speedway may refuse to permit, or require the removal of decals, identification, and advertising of any kind on a car for any reason. Ace Speedway may restrict or assign the size or placement of decals, identification, and advertising of any kind on a car for any reason.

SECTION 11: SEAT & BELT REQUIREMENTS

- 1.** Bucket seat with headrest is mandatory. Seat must be factory manufactured. Seat must be aluminum a minimum of 1/8" thick. Lightening of the seat in any way will not be allowed.
- 2.** Seat must be properly installed and acceptable to track officials.
- 3.** Adequate padding for the seat and headrest is mandatory.
- 4.** All seat belts and shoulder harness must be no less than 3" wide and must connect to the lap belt with a SEM approved quick release buckle.
- 5.** Both ends of the lap belt must be fastened to the roll bar cage with high quality bolts not less than 3/8" diameter.
- 6.** Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side.
- 7.** A center (crotch) belt must be securely mounted to the lower seat frame with high quality bolts not less than 3/8" diameter.
- 8.** Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt.
- 9.** All seat belts and harness must be 5 years or newer.

MODIFIED RULES

1. All drivers, crew members and car owners are required to be familiar with the general rules, safety rules and race procedures of Ace Speedway as found in the Ace Speedway rule book.

2. Eligibility—Driver must be 14 years of age in calendar years for which competing, or older, with proper credentials for competing, unless special permission is given by approval from management.

3. Car weight---All cars must weight a minimum of 2650 pounds with the driver in the car. 1160 pounds is minimum for right side weight. Minimum weights will be enforced AFTER the race.

3-1. Added weight must be in block form of no less than (5) pound blocks (no pellets). Added weight must be painted white and lettered or stamped with the number of the car that it is used in. Added weight must be securely bolted in place. Weight may not be added outside of the frame rails or ahead of the front spindles or behind the ear axle or inside the driver's compartment. Dislodged weight cannot be returned to the car for weighing after the race.

4. CAR BODIES

4-1. GENERAL BODY REQUIREMENTS: Car body must meet the following requirements. A: Cars must be neat appearing. B: All bodies must be installed on frame in a manner acceptable to the track officials. C: The floor area directly beneath the seat forward to the engine firewall must be made using a minimum of 1/8" magnetic steel. The remainder of the floor area to the right and rear of the seat must be made from a minimum of 22 gauge magnetic. All floor area panels must be welded together. D: All interior sheet metal must be a minimum of 22 gauge magnetic steel. All interior sheet metal panels must be welded together. All interior sheet metal is subject to track official's approval.

4-2. GENERAL SPOILER REQUIREMENTS: A: All spoilers must be approved by track officials. An approved spoiler must be a non-adjustable part of the body which controls the flow of air over (1) surface only. Spoiler sizes can be reviewed as testing and/or race competition dictates.

4-3. FRONT AIR DAM: A: Approved front air dam may be mounted underside of the cars. The optional metal or vinyl front air dam must be mounted perpendicular to the ground and no more that 3" behind the front edge of the nose panel. B: Front nose panel and air dam must not extend past the rear edge of the front bumper and must maintain 2" ground clearance. C: Nose panel and air dam must not extend past outside edge of the frame rails. D: All support brackets must be mounted to the rear of the air dam.

4-4. REAR SPOILER AND REAR PANEL: A: A solid rear spoiler of clear Lexan, minimum 1/8" may be installed at the rear deck lid. B: Maximum spoiler size permitted shall be 8" high X 48" wide, not be wider than the standard width of the rear quarter panels, measured across the top and shall not extend rearward past the trailing edge of the rear bumper. C: A maximum of (2) 1" wide adjustable supports are permitted on the front of the spoiler. D: A maximum of (3) supports may be attached to the rear of the spoiler. The supports, front or rear, may be attached to the spoiler using a piece of 1"X1" aluminum angle mounted 1" down from the top of the spoiler. E: All cars must maintain a minimum of 32" and maximum of 37" measured from the ground to the spoiler mounting point at the top of the rear vertical body panel. F: Rear body panel must be solid and mounted solid to the car, not hinged. Rear body panel must extend to the bottom of the rear bumper.

4-5. WINDSHIELD: A: a Lexan windshield must be used on the driver's side. A single one-piece flat 1/4" thick clear polycarbonate windshield is preferred. B: A complete steel windshield screen (with maximum openings of 1"X2") must be installed on the right side of the windshield opening. C: If a full windshield is used, the screen may be omitted. D: All windshields, screens and installation must meet approval of track officials.

4-6. SIDE WINDOW/WINDOW SCREEN: A: All side window glass must be removed. B: A nylon mesh screen must be installed in the left side door window opening. The window screen must be a rib type made from 3/4" wide, maximum 1" nylon material with a minimum 1" square opening between the ribs. The maximum window screen size shall be 22" wide X 16" high. All window screen mounts must be a minimum 1/2" steel rod on the bottom and a minimum 1" wide X 3/16" flat steel or a minimum 1/2" diameter steel rod on the top with mounts welded to the roll cage. When in the closed position, the window screen must fit tight and be secured with a quick release type latch at the top in front only. C: The minimum side window opening on all models shall be 13 1/2" when measured from the top of the door to the roof drip rail.

4-7. REAR VIEW MIRROR: A: Multi-view type mirror, maximum size 2 1/8" in height by 21 1/2" in width will be permitted. B: Rear view mirror cannot extend outside of the car. C: Side spot mirror will be permitted and cannot extend outside of the car.

4-8. DASHBOARD: A: All dashboards are subject to approval by track officials.

4-9 FIREWALL: A: A front and rear fire wall of not less than 22 gauge magnetic steel must separate the driver from the engine compartment and fuel cell. B: The front firewall must be positioned below the leading edge of the windshield. C: The firewalls must be sealed and welded in place.

4-10. DOORS: A: All door panels must be constructed of either aluminum or sheet metal and mounted in a manner acceptable by the track officials. Any seams, creases, or accent lines fabricated in the doors shall be parallel with the top of the door. B: A minimum distance of 72" up to a maximum distance of 78" is permitted when measured from the center of the rear axle

housing forward to the front of the door. A minimum of 43" or a maximum of 45" is permitted when measuring across the front outside edge of the front door panel.

4-11. QUARTER PANELS: Quarter panels must be constructed of either aluminum or sheet metal and meet the following requirements: A: All cars must have rear wheel opening on the right side a minimum of 11" and a maximum of 14" radius measured from the center of the rear axle housing. B: A minimum distance of 34" and a maximum distance of 42" measured from the center of the rear axle to the rear of the body must be maintained. A maximum distance of 60" is permitted between the top of the quarter panels measured across the body at the rear axle housing. C: The maximum height of the rear quarter panel measured from the ground to the rear of the quarter panel will be 37". D: The rear quarter panel must maintain a minimum of 6" ground clearance behind the rear wheels. A maximum distance of 60" is permitted when measured across the top at the rear of the quart panels.

4-12. GRILLES: A: The air intake housing at the radiator must maintain a rectangle shape across the front of the nose with the opening being at least as wide as it is high and covering a minimum of 130 square inches. Only screen will be permitted in the opening to allow for proper cooling. All air that enters the grille area must pass through the radiator core. B: No fiberglass air intake housings are permitted. C: Grille may be taped for qualifying.

4-13. HOOD/ROOF: A: All cars must be equipped with a hood manufactured from a single piece of metal or fiberglass. B: The hood must be manufactured so that it will completely cover the engine compartment from the left side to the right side, turn down a minimum of 4" on each side and cover (if used) engine side panels. No part of the hood at the side panels except at the "A" post, shock and master cylinder covers may be higher than the lowest part of the hood. Only openings for the air cleaner and distributor will be permitted. No portion of the hood may be higher than the bottom of the air cleaner. Hoods must be fastened with positive fasteners. C: All hoods must be acceptable to track officials. D: Roof must be stock appearing for make and model of body used. Roof support posts must maintain the same angles as stock production car. The front post ("A" post) must be mounted to the top front of the door panel. The rear post must be anchored to the rear quarter panel. If a fiberglass roof is used, a 22 gauge magnetic steel plate, located at the center of the roll bars (from top to bottom), must be welded to the roll cage above the driver's head. Material and installation must be acceptable to track officials.

4-14: REAR DECK LID: A: Rear deck lid must be constructed of magnetic sheet metal.

4-15: BUMPERS: Front and rear bumpers must meet the following requirements. A: Front bumpers must be made of (2) pieces of 1-1/2" minimum to 1-3/4" maximum tubing 4" to 6" apart center to center mounted to the front frame rails, at spindle height with a minimum of (4) vertical connectors, if (4) vertical connectors are used, (2) would have to be welded to the rounded corners. Front bumper must be convex in shape with rounded corners, and mounted to the outside edge of the front frame rails, but no wider. The maximum distance from the center of the front spindle to the front of the bumper can be no more than 30". Rear bumpers

must be made from "I" beam extruded from aluminum and must be mounted at spindle height. The minimum width, when measured across the rear of the car will be 57", and the maximum width permitted will be 66". Each end of the rear bumper must be (from the mounting side) cut on an angle and capped with a minimum 0.125" in aluminum. All sharp edges must be filed. Bumper must be mounted at axle height. A maximum distance of 46" measured at the center of the rear axle to the rear edge of the bumper is permitted. No weight reducing holes permitted in bumper. Any inappropriate bumper will be disallowed.

4-16: SIDE RAILS: A: All cars must be equipped with rear corner rails and side rails. All rails must be constructed using a minimum of .083" thick steel seamless tubing with an outside diameter of a minimum 1-1/4" and a maximum 1-3/4". B: Side rail bars should be constructed using the following guidelines: B-1: Right side shall be constructed by using two pieces of steel seamless tubing. The bottom bar shall attach to the rear frame rail and extend upward and outward even with the outside of the tires, or up to a measurement 1/2" maximum outside the tires. The bottom side bar shall extend forward parallel with the frame rail and roll cage and angle in the front sub frame with minimal tire clearance. The bottom bar will be mounted centerline with the rear axle and front spindle. The top side bar shall be attached centerline with the rear hoop cross bar extending outward and forward to the forward most point of the bottom bar. An additional support bar must be added in the center. The bar must be attached the frame rail and side bar. Two additional vertical support bars should be added, one at the rear, and one in the center of the side rail. The distance measured at the front, center to center, of the top and bottom bar at the turn down area shall be a minimum of 6". The distance measured at the rear center to center should be 9" and a minimum of 6". No car will be allowed in competition without side rails. B-2: Left side bars shall be constructed using the same guidelines described above except that the rear support bar may be a rounded bar that attaches to the rear hoop bar centered on the cross bar and extending down and attaching to the frame rail. Left side rail bars must be mounted by centering the (2) parallel bars with the center of the rear axle and front spindle or left side may be raised a maximum of 2" from center. B-3: Rear corner must be constructed using (2) pieces of steel seamless tubing a minimum of 1-1/4" and a maximum of 1-3/4" in diameter. Both pieces of tubing shall be identically formed and welded to a steel bumper bracket welded to the rear. The tubing shall angle out and upward even with the outside of the tires, or up to a maximum of 1/2" outside the tires, and maintain a 6" dimension measured center to center. The corner bars shall then turn in with a minimal tire clearance to the rear quarter panels. Additional support bars must be installed behind the body panels to the rear frame rails and/or roll cage.

5. ENGINE

5-1: ENGINE COMBINATIONS: Other engine combinations, not listed, must be approved by track officials.

-Late Model Stock "Built" 390, see guidelines below

-GM Crate "Fast Burn" 604, teched according to GM Performance Track Manual

-Ford Crate 6007-D347SR.

5-2: ENGINE LOCATION A: Maximum 18" set back measured from the center of the top ball joint to the #1 cylinder spark plug. B: Crank shaft height minimum 10" measured from ground to the center of crank.

5-3: ENGINE DISPLACEMENT: Chevrolets 362 cub inch max. Ford 362 cubic inch max. Mopar 360 cubic inch .030" max.

5-4: ENGINE BLOCK: A: Block must be standard factory production or aftermarket with standard external measurements in all respects. B: Internal polishing, porting and/or relieving will not be permitted (except for oil return). C: No aluminum blocks permitted.

5-5: CYLINDER HEADS: A: Heads must be cast iron, stock production only. World Product cylinder head part # 11150 allowed under LMSC GUIDELINES. B: 2 valves per cylinder. C: No titanium valves or springs. Only steel springs allowed. D: No port matching or flow work permitted. E: 3 angle valve jobs are permitted. F: When cutting the valve angles no stone or grind marks are permitted above the bottom of the valve guide. G: All cutting in reference to the valve job and bowl area of the head must be centered off the centerline of the valve guide. H: Upon completion of the valve job the bowl area under the valve seat must be the same configuration as from the manufacture. Surfaces where the cutter or stone have touched must not be polished. I: All valves must be similar to OEM in application and construction. Stainless steel valves permitted with a minimum stem size of .304 allowed. J: Minimum 62cc combustion chamber. K: All work in the combustion area of the head must be off the centerline of the valve guide. No grinding or polishing allowed. L: Maximum valve size: Exhaust Intake Chevrolet 1.625 2.023 Ford Cleveland 1.656 2.046 Ford Windsor 1.5469 1.8437 Mopar 1.625 2.020.

5-6: CRANKSHAFT: A: Only standard steel or cast iron production crankshafts permitted. B: Counterweights must be the same shape and may be polished but cannot be knife edged, undercut, or drilled to lighten the crankshaft. C: Rod bearing holes may be drilled. D: The main bearing holes may NOT be drilled. E: Minimum crankshaft weight is 48 pounds, including timing chain sprocket. F: Only standard OEM steel type harmonic balancers allowed.

5-7: PISTONS: A: Only flat top pistons permitted. No portion of any piston may extend above the block. B: Pistons must have a minimum of (3) ring grooves. C: Piston rings must be in all (3) grooves. D: Only magnetic steel piston pins maintaining a minimum diameter of 0.927" allowed.

5-8: RODS: A: Rods may be stock or forged steel, provided all measurements are identical for make and model of the engine, including journal size. B: Maximum rod length allowed 6.25". C: Only stock rods may be polished. D: Hollow beam connecting rods will not be permitted.

5-9: CAMSHAFT: A: Only steel camshafts permitted. B: No belt drive camshafts permitted.

5-10: LIFTERS: A: Solid of hydraulic steel lifters permitted. B: Lifter diameter and height must be standard for make of engine being used. C: No roller or mushroom type lifters allowed.

5-11: ROCKER ARMS: A: Roller rocker arms permitted. B: Rocker arms must be independent stud type. C: Stud girdles are permitted.

5-12: INTAKE MANIFOLD: A: Manifold must remain as manufactured. B: No port matching or flow work permitted. C: Manifolds must not be painted.

The following Edelbrock Performer series intake manifolds are allowed:

-Chevrolet-#2101

-Chrysler-#2176

-Ford: Cleveland 48L heads-#2665/Cleveland 28L heads-#2750/Windor-#2181.

5-13: CARBURETOR: A: Only approved carburetors are: Holley 4150 Series, model number 6895, and 4150 HP Series, list number 80507. B: Chock horn (Model Number 6895) may be removed with a square cut, no taper, or bevel, but may not be cut into the body of the carburetor. The air cleaner gasket ring must remain standard. C: All parts not covered in the preceding rework guidelines must remain stock, this includes metering blocks and fuel bowls. D: All boosters must be safety wired. E: Crate engines combinations may run optional Holley 650 CFM HP Series part #0-80541-1.

5-14: CARBURETOR SPACER PLATE: A: Only a (1) piece solid aluminum carburetor spacer, 1" thickness, may be installed between the intake manifold and carburetor. Any open or (4) hole spacer may be used, but the spacer opening must be perpendicular to the base of the carburetor with no taper or bevel. Outside configuration of the space must conform to the shape of the base of the carburetor. B: No more than (1) piece paper gasket, maximum 0.065" thickness, must be installed between the carburetor and spacer plate. No more than (1) piece paper gasket maximum 0.065" thickness, must be installed between the spacer plate and the intake manifold. C: 2-inch spacer allowed on crate motor combinations, under same guidelines as above.

5-15: AIR CLEANER AND AIR FILTER: A: Only a round air filter element maintaining minimum of 12" and a maximum of 17" in diameter will be permitted. The air filter element must maintain a minimum of 1 ½" and a maximum of 4" in height. All air shall be filtered through the element. The air filter elements may not be sprayed or soaked with any type of chemicals or liquids. B: Only round metal type air filter housing is permitted. The top and bottom of the air filter housing must be solid and the same diameter. No lips or rounded edges are permitted. The air filter housing must be the same size as the air filter element. The air filter housing must be centered and level on the carburetor. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. No tubes, tunnels or any device which may control the flow of air is permitted inside of the air cleaner or between the filter housing and the carburetor.

5-16: WATER PUMP: A: Only mechanical water pumps, in the stock location, turning in the same direction of crankshaft rotation are permitted. B: Water pump impellers may be altered but coolant flow must be in the same direction as the production engine. Only standard production V-type or serpentine belt and metal pulleys are permitted.

5-17: FAN: A: Engine mounted fans, if used, must be operational and belt driven from the crankshaft. Free spin or clutch type fans will not be permitted. B: Electric cooling fans are optional. C: If an engine driven fan is used, only a standard magnetic steel fan with minimum of (4) blades is permitted. Removal of the fan blades or fan belt will not be permitted. D: The minimum diameter of the fan must not be less than 14". E: The fan blades must be a minimum of 3 ½" wide. Flat fans will not be permitted. F: The installation of the fan must be acceptable to track officials.

5-18: RADIATOR: A: Radiator must remain stock appearing and remain in front of the engine. B: Radiator dust screens permitted. C: Radiator installation must be acceptable to track officials. D: Radiator overflow pipe may be relocated to the rear of the car.

5-19: ENGINE OILING SYSTEM: A: The oil pans must be a wet sump type and manufactured using a stock production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt flange must

be visible. No kick outs are permitted between the bolt on the flange and the top of the added sump. B: No external oil pumps allowed. C: Oil coolers are allowed and must be mounted in a location approved by the track officials.

5-20: EXHAUST SYSTEM: A: Stainless steel, stepped, 180 degrees and multi merge headers are not permitted. B: Exhaust header flange must mount directly to cylinder head with no spacers permitted. C: Exhaust pipes must extend a minimum of 6" past the cowl. D: Only one muffler and exhaust pipe allowed per side. E: No thermal wrap allowed on exhaust system. No interior or exterior coatings permitted.

6. ELECTRICAL

6-1: IGNITION SYSTEM: A: Electronic distributors are permitted. All electronic distributors must be stock type housings, equipped with a magnetic pickup, gear driven, and mounted in the stock location. B: Single or dual point camshaft driven distributors are permitted. C: Only (1) ignition coil is permitted and it must be mounted on the engine side of the firewall. D: Only (1) electronic firing module amplifier box is permitted (if used), and must be mounted on the right hand side of the dash panel. Ignition amplifier boxes and RPM limiters that are analog only which do not contain programmable, computerized, or memory circuits will be permitted in standard ignition systems. E: Computerized, multi-coil, dual electronic firing module amplifier box, or crank trigger systems are not permitted. Magneto's are not permitted. All ignition systems are subject to approval by track officials. F: Adjustable timing controls are not permitted. G: Retard or ignition delay devices will not be permitted. H: External RPM limiters will be permitted. I: Accessories to regulate the power supply will not be permitted. J: The ignition amplifier must have a (6) pin female connector attached to its output leads of the Packard Electric type (MSD part#8170) to facilitate manual operation and testing of the ignition components during inspection. The wiring sequence must be the same as the GM or Ford amplifier. K: MSD Box (if used) must be mounted in plain view on top of right hand side of interior dash. No spliced or taped connectors allowed. L: A heavy red wire (positive to the battery) and a heavy black wire (negative to the ground) will be permitted. Any other wires will not be permitted to enter or exit the amplifier box.

6-2: BATTERY: A: (1) standard automotive 12 volt battery, not to exceed 13.5 volts, will be permitted. Accessories to regulate the power supply will not be permitted. B: The battery must be located between the frame rails. The battery must be located under the hood or floor of the car. If located under the floor, the battery must be completely encased. If located under the hood, the battery must have a suitable cover. The battery must not be forward of the radiator or rear of the rear end housing of the car. The battery location must be acceptable to track officials.

6-3: ELECTRICAL SYSTEMS: A: All electrical switches must be operable and must be located within reach of the driver except the labeled on-off master switch which must be located on the front of the dash panel in the center. The on-off master switch must be wired to the battery cable in a manner that would cut off all electrical power to the car.

7. DRIVE LINE

7-1: CLUTCH: A: Multiple disc clutch allowed. The disc clutch housing assembly or cover may be made from aluminum or steel. B: Only magnetic steel disc and pressure plates allowed. C: Minimum clutch diameter 7- $\frac{1}{4}$ ". 5- $\frac{1}{2}$ " clutch allowed with 25 pound right side added. D: No direct drives allowed.

7-2: FLYWHEEL: A: Only magnetic steel flywheel is allowed. B: The minimum starter ring gear outside diameter permitted will be 12- $\frac{7}{8}$ " for General Motors and Chrysler models and 13- $\frac{1}{4}$ " for Ford models.

7-3: STARTER: A: The self-starter must be in working order and in the stock location. Only standard factory OEM type starters will be permitted.

7-4: BELL HOUSING: A: Only special production all steel clutch housings permitted. B: Bell housing must be same design as OEM production bell housing. C: No weight reducing holes are permitted in the bell housing, other than 2" hole for inspection purposes. D: Bottom of bell housing may be cut for clearance purposes.

7-5: TRANSMISSION: A: Any 3 or 4 speed transmission allowed. B: All forward and reverse gears must be in working order. C: 5 speed transmissions with gears removed not allowed. D: No quick change or automatic transmissions allowed. E: Machining or lightening of internal parts, including gears, shafts, and case is not permitted. Gun drilled transmission shafts not permitted. F: Final drive from transmission must be 1:1 and no other ratio higher than 1.20:1.

7-6: DRIVE SHAFT: A: Drive shaft and universals must be standard production type. B: Drive shaft must be magnetic steel and painted white. C: Only (1) piece drive shafts allowed. D: Minimum diameter 2". E: It is mandatory that (2) 360 degree magnetic steel brackets, no less than 2" wide and $\frac{1}{4}$ " thick be placed around the drive shaft and fastened to the cross member of the car, (1) in the front $\frac{1}{3}$ rd of the drive shaft and one in the rear $\frac{1}{3}$.

7-7: REAR AXLE: A: Quick change rear ends allowed; no straight tube ends permitted. B: Only magnetic steel axle housings allowed. C: Aluminum drive plates allowed. D: Rear ends may be interchanged between automobile manufactures. E: No cambered rear ends allowed.

8. FRAME

8-1: GENERAL FRAME SPECIFICATIONS: A: All frames are subject to track official's approval. All frame components must be made of steel and welded. B: Side frame rails and kick up must be constructed with .120" minimum thickness, and be minimum of 2" wide and 3" high steel box tubing. The distance from the centerline of the drive line to the left side frame rail measured anywhere along the frame, must be within 6" (8" on 1989 and new models with the frame rail

and roll cage extension) of the distance from the centerline of the drive train to the right frame rail. A minimum of 34", and maximum 46" measured from center of left frame rail to center of right frame rail, must be maintained in the driver's compartment. A minimum wide of 31" and a maximum of 46" measured from center of left frame rail to center of right frame rail, must be maintained on the rear kick up, with exception for suspension and tire clearance. All rear kick ups must maintain minimum of (18) degrees from side frame rails to top of kick up. C: Fuel cell protector bar, using minimum 1-1/2 inches seamless steel tubing, must be installed behind the fuel cell. This protective bar must be as wide as the fuel cell and as low to the ground as the fuel cell with a minimum of (2) uprights from the protective bar to the rear frame cross-member, evenly spaced behind the fuel cell. An X cross-member made of 1" steel tubing must be welded or bolted to the rear frame rails in a secure manner. (2) additional support bars, (1) at each corner of the protective bar, must extend forward and be welded to the rear frame assembly. D: The front sub-frame assembly must be constructed using a minimum .083" thickness, 2" wide, and 3" in height steel tubing. A minimum of 27", and a maximum of 32", measured from center of right frame rail to center of left frame rail, must be maintained from the mounting point of upper control arms forward. All front sub-frame assemblies must maintain a minimum of (30) degrees angle from side frame rails up to the top of the sub-frame. All sub-frame assembly support bracing shall be a minimum .090" by 1-3/4" round steel seamless tubing. Frame support bars, left and right, must be extended from the roll cage to the sub-frame and must have a downward radius bent into the bars before they are welded to the sub-frame. The left and right support bars must not have any additional braces added between the front leg bars and where they attach to the front sub-frame assembly. A flex support tube may be added to the front support bar at the radius and extend forward and be attached to a cross-member. Any frame rejected by track officials for showing poor workmanship will not be approved until necessary corrections have been made. E: In order to increase the driver compartment area, the left side frame rail and roll cage may be moved out a maximum of 2". This rule applies to all cars being constructed for 1989 or later.

9. SUSPENSION

9-1: COIL SPRINGS: A: Coil overs, coil springs or left springs permitted. B: Coil overs must mount to lower control arms. C: Strut bars will not be permitted for mounting of coil overs. D: Rear spring position may be changed, but both rear springs must be located either inside or outside of frame rails.

9-2: SWAY BARS: A: Only magnetic steel front sway bars are permitted. B: No rear sway bars (anti-roll bars) will be permitted.

9-3: SHOCK ABSORBERS: A: Coil over shock absorbers may be used. B: Shock absorbers and coil over shock and spring, by visual reference, must remain within the outline of the body and no

holes can be cut in the outer body for the mounting of shocks. C: No remote adjusters for shocks. No Penske bump stop or Ohlin shocks. No external reservoirs.

9-4: A-FRAMES A: The upper A-frames and lower control arms must meet the following requirements: Upper A-frames and lower control arms must be approved by track officials.

9-5: SPINDLES, WHEEL BEARINGS, AND HUBS: A: Heavy duty magnetic steel spindles and wheel bearings are compulsory. B: Aluminum hubs are permitted. C: Spindles and hubs must be approved by track officials. Must be tethered.

9-6: TREAD WIDTH: A: Maximum tread width is 69". B: Tread width must agree with in ½" front and rear. C: Spacers allowed to achieve maximum tread width.

9-7: WHEELBASE: A: The minimum wheelbase that will be allowed for either side of the car is 106".

9-8: GROUND CLEARANCE REQUIREMENTS: A: Minimum ride height 2 inches. B: Minimum fuel cell height 6 inches.

10. STEERING

10-1: Rack and pinion steering permitted.

10-2: All cars must be equipped with a magnetic steel steering shaft.

10-3: Center top of steering post must be padded with at least 2" of resilient material.

10-4: A quick release metal coupling acceptable to track officials on steering shaft is mandatory.

10-5: The use of universal joints and collapsible steering section in steering shaft must be acceptable to track officials.

11. BRAKES

11-1: BRAKE COMPONENTS: A: Any disc brakes with stock type calipers will be allowed on front and rear, with single or four piston calipers. B: Brakes must be installed on all four wheels. C: Only round cast type or steel rotors, minimum ¾" thick allowed. D: Brake Adjuster in drivers compartment okay.

12. WHEELS

12-1: Steel wheels only.

12-2: Maximum 10" wide

12-3: No bead locks allowed.

12-4: No bleeders allowed.

13: TIRES

13-1: Only Hoosier F45 racing tires will be used. (4) new tires may be purchased from track prior to the first race of the season. Teams may impound tires from pre-season practices. Impounded tires must have been purchased from Ace Speedway inventory. Competitors may buy (1) new tire for each event. ALL tires used in competition (qualifying and race) must come from Ace Speedway inventory.

13-2: (1) new tire, unless otherwise noted, may be purchased per racing event but must be used for competition on the same night.

13-3: Tires will be released to upon arrival in the pits. Tires must be either bolted directly on the car or stacked behind car across pit road.

13-4: Tires used for race may be purchased prior to event at track only and left in tire building.

13-5: New tires, once mounted, may be aired to pressures using the air at the tire truck only.

13-6: No other work may be done on the tires until they are released on race night.

13-7: Tires may only be used in competition on the car that they were purchased for, unless otherwise approved by track officials.

13-8: Track air may be replaced with nitrogen, provided work done along pit road behind the car. Work on tires between the car and trailer is subject to penalties.

13-9: Air used in tires must come from track air supply of a large nitrogen bottle. Use of portable air tanks is prohibited.

13-10: On Twin feature events, competitors must use the same tires in qualifying and BOTH events. A flat or damaged tire may be replaced from the competitor's inventory or scuffed tires from track inventory.

13-11: Tires used for competition, and eligible for future events, must be delivered to the tire building by the end of the next race on that nights schedule, or within 30 minutes of the last race of the evening, or they will not be accepted for storage.

13-12: The maximum number of tires for each race team's inventory is (6) tires.

14: FUEL SYSTEMS

14-1: FUEL CELL: A: The use of an approved fuel cell is mandatory. B: The maximum fuel cell capacity, including the filler spout and overflow shall be (22) gallons. C: No material other than standard foam supplied by the fuel cell manufacture is permissible to make the fuel cell meet the (22) gallon capacity.

14-2: FUEL CELL CONTAINER: The use of a fuel cell container is mandatory. The fuel cell container must meet the following requirements. A: Fuel cell must be encased in a container not less than (22) gauge steel. Fuel cells must be fitted in the container so that the maximum capacity including the filler spout does not exceed (22) gallons.

14-3: FUEL CELL AND CONTAINER INSTALLATION: The minimum distance from center of rear axle to the fuel cell container must be 12". The fuel cell and the fuel cell container shall be installed in accordance with the following requirements. A: Fuel cell must be installed as far forward as possible in truck compartment equal distance between frame rails. B: Fuel cell installed in a recessed well must be secured with steel tubing not less than (2) lengthwise and (2) crosswise evenly spaced across the top. Tubing must be made of 1" X 1" square steel tubing bolted flat to the floor pan with no spacers. A reinforcement support frame must be constructed used 1" X 1" by .065" square steel tube. The support frame must be constructed using (2) tubes that are welded to and extend from the left side to the right side frame rails. (3) tubes must be equally spaced across the recessed well. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container and recessed well. C: Minimum 1" square steel tubing reinforcement frame must be welded to the floor pan from frame rail to frame rail. The bottom of the fuel cell container must have a minimum ground clearance of 6". D: A protective bar, minimum 1-1/2" in diameter and .083" wall thickness must enter below the rear frame section behind the fuel cell. This protective bar must be as wide as the frame rails and extended as low as the bottom of the fuel cell with (2) vertical uprights evenly spaced between the frame rails and attached to the rear cross-member. (2) support bars, one located on each corner, must angle upwards and be welded to the rear frame rails. E: Firewall of steel no less than (22) gauge steel thickness must be located between truck and driver.

14-4: FUEL PUMP: A: Electric fuel pumps will not be permitted. B: Cooling of the fuel pump will not be permitted. C: Only mechanical, lever action, camshaft actuated fuel pumps in the stock location will be permitted.

15: SEATS AND SEAT BELTS

15-1: SEAT BELTS: A: A quick release belt no less than 3" wide is mandatory. B: Both ends of lap belt must be fastened to the roll bar cage with high quality bolts no less than 3/8" in diameter.

C: Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding from side to side. D: A center (crotch) belt must be securely mounted to the lower seat frame at the bottom and to the lap seat belt on the top. E: Where the belts pass through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting of the belt. F: All seat belts and shoulder harness must connect at the lap belt with a SAE approved quick release buckle. G: Harness assembly must be (5) years old or newer.

15-2: SEATS: A: Bucket seat with headrest is mandatory. Seat must be factory manufactured. Seat must be aluminum a minimum of 1/8" thick. Lightening of the seat in any way will not be allowed. B: Seat must be properly installed and acceptable to track officials. C: Adequate padding for the seat and headrest is mandatory.

16: ROLL BARS

16-1: Round magnetic steel tubing 1-3/4" X .090" seamless roll over bars are compulsory for the roll cage and must be acceptable to track officials. Aluminum and/or other soft metals are not permitted.

16-2: Roll bar connections must be welded.

16-3: Contact the track for roll bar placement.

16-4: A magnetic steel plate, 1/8" thick must be installed over the left side door bars and welded or bolted in place using minimum of (4) 1/2" magnetic steel bolts. The plate must be in line with the back edge of the driver's seat, and extend forward a minimum of 6" beyond the front edge of the driver's seat not including any add-on leg supports. The plate must extend from the top left side door bar to the top of the left side frame rail. Plate may be installed in sections provided there are no remaining open spaces.

17: FIRE CONTROL

17-1: All cars must have an onboard fire extinguisher, dry power or Halon.

17-2: Driver must be able to reach fire extinguisher or the control knob on Halon unit.

17-3: No extinguisher may be taped to the roll bars or brackets.

17-4: It is mandatory when car is on the track driver wear a fire resistant driving suit.

17-5: Fire resistant gloves and racing shoes are recommended.