**Welcome to Shadyhill Speedway!**

**Please read and be familiar with the**

**information contained herein.**

**Enjoy and be safe.**

**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 and by participating in these events, all participants are deemed to have complied with these rules.  **No express or implied warranty of safety shall result from publications 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 track officials shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in their opinions do not alter the minimum acceptable requirements.  **No express 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**.

**TO ALL DRIVERS AND CAR OWNERS:**

All drivers must have a current Shadyhill Speedway Driver Identification Card and a completed and signed driver’s agreement on file at the pit gate entrance building in order to be eligible to race.  The application fee is ten dollars ($10.00) and **there will not be any payoff without presenting the Shadyhill Speedway Driver’s I.D. Card**.  Any prize money not collected by the final points race of the season will be forfeited.  There will be **NO EXCEPTIONS!  Any violation of the driver’s agreement will be treated as follows:  First violation will result in loss of all monies and points for the evening’s events   Second violation will result in loss of all monies for the evening’s events and loss of all points to date.  IT IS THE RESPONSIBILITY OF THE DRIVER AND OWNER TO MAKE CERTAIN THE CAR IS RACE LEGAL.** It must meet the specifications that are contained herein.  Any car competing in a non-sanctioned class for the first visit may compete with a non-performance infraction only.  Said infraction must be corrected by the next visit.  Failure to comply with race program or rules can result in loss of all points and awards for the year.  A vehicle that has competed for posted prize money is subject to post race inspection by the officials, to be conducted in a selected impound area.  **Any rule infraction found will result in loss of monies, awards, and points for the evening’s event.  Refusal of inspection will result in loss of monies an awards for the evening and all points to date.  Any other infraction will result in loss of monies, points, and awards for the evening’s events.**

**Anyone (includes drivers, pit crew members, and fans) engaged in disorderly conduct will be escorted off of speedway property for the evening.  NO REFUNDS.  Drivers will also lose all monies and points earned for the evening’s events.**

**FIGHTING:  CONSEQUENCES FOR FIGHTING ARE AS FOLLOWS:**

**\*  1ST OFFENSE – $500.00 MINIMUM FINE, SUSPENDED FROM THE NEXT FOUR (4) RACING EVENTS, EXCLUDING RAIN-OUTS, AND LOSS OF ALL POINTS TO DATE.  FINE MUST BE PAID PRIOR TO BEING ALLOWED ON SPEEDWAY PROPERTY.**

**\*  2ND OFFENSE - $1,000.00 MINIMUM FINE, SUSPENDED FROM SHADYHILL SPEEDWAY PROPERTY FOR ONE CALENDAR YEAR FROM DATE OF OFFENSE, AND LOSS OF ALL POINTS TO DATE.  FINE MUST BE PAID PRIOR TO BEING ALLOWED ON SPEEDWAY PROPERTY.**

**The track reserves the right to determine the intent and specifications contained herein.  The track also retains the option to update, delete, add, or amend any rule that it deems in the best interest of the track.  Anything not covered herein should be checked with the proper official before proceeding.  Track general and safety rules supersede sanctioning body rules.**

**RAIN-OUT POLICY:**

If races are incomplete due to weather during mud laps, time trials, line-ups, heats, etc. (events that occur prior to consis and/or features), races are considered a complete rain-out.  Line-ups, mud laps, time trials, heats, etc. will NOT count.  These races will not be entered into the books and points will not be given.  Rain-out tickets and/or bands will be honored for one of the next two (2) scheduled events after the rain-out date, excluding DIRTcar Summer Nationals/ DIRTcar Summit Racing Equipment Special.  **Employees of Shadyhill Speedway MUST be able to read the complete number of the rain ticket and/or band upon presentation.  If number is not readable, rain ticket and/or band will not be honored.  No exceptions.**

**Once the checkered flag falls on the last heat race for the evening and the remainder of the evening’s races are canceled due to weather, races will be completed upon a day deemed appropriate for the track schedule, usually on the following race date.**  If this occurs, tickets and/or bands will NOT be considered rain tickets and will NOT be honored for any future events.

**NO PIT PASS:**

Any person whose pit pass has been accidentally removed from their wrist must produce pit pass to pit gate for trade in for a new band.  Any person found in the pits without a pit pass will be prosecuted with a charge of theft and restitution of pit pass fee and a fine of fifty dollars ($50.00).

**SEASON AWARDS:**

Season awards are based on weekly average minimum field car count.  Special races are not included in this average.  If weekly average is below minimum field car count, season awards will be adjusted accordingly. Each class will receive a minimum of three (3) three-foot trophies.

**GENERAL RACE PROCEDURES AND RULES:**

**1.  DRIVERS:**  More than one driver per vehicle per night will be allowed if the change is reported to the pit steward prior to heat races.  Any unreported change will result in the vehicle being moved to the rear of the pack.  Automatic disqualification and/or fine of vehicle for evening if not followed.  A vehicle may only compete in one class per night.  **Driver may compete in more than one class.  Entry fee for other class(es) is the same as the first class.  Driver must declare his/her other class(es) when signing in at the pit gate.  All fees must be paid at that time or driver will forfeit his/her highest earnings for that night.  The driver qualifies for the race, not the car.  Any car changes will start at the back of the race.**

**2. DRIVERS AND OWNERS:** ALL vehicles must remain until after payoff or risk loss of money and points if protested.  If any rule infraction is found during random inspection, prior to beginning of program, car/driver may still compete if infraction is corrected and noted by track tech. Any car competing in a non-sanctioned class for the first visit may compete with a non-performance infraction only.  Said infraction must be corrected by the next visit.  If performance infraction is found after racing program begins, car/driver will be disqualified and will lose all monies, awards, and points for the evening’s events, regardless of class.  Second offense of the same infraction means loss of monies and awards for evening’s events and loss of points earned to that date.

**3.  POST TECH INSPECTION:** After the feature, the top five (5) positions must report directly to the scales and then to the inspection area, with the exception of the Teen-4 class.  Teen-4 class, top three (3) positions must report to scales for weigh in and inspection.  No  alternates in all classes.    Only  driver  and one  pit crew member per car allowed in tech area with track officials.  Failure to stop will result in driver placed in final place of finishing lineup and will receive monies and points that correspond with this place.

**4.  DRAW: All classes will draw for position unless otherwise noted.**

**5.  STAGING AREA:** It is the responsibility of the driver and/or owner to make sure their vehicle is safe and race ready, and to have their vehicle in the staging area as soon as the previous race enters the speedway, or that driver WILL start at the back of their race. All required safety equipment (helmet, gloves, suit, window net/arm restraint, 5-point harness, etc.) must be properly worn and secured or car will be sent to pits and not allowed to compete in that race.  Any driver that did not draw for starting position will be placed to the rear of any line-up.

**6.  RESTARTS ON FIRST LAP:** The race is officially started when the leader reaches the start/finish line.  Lineups for restarts are the same as when the race started.  Any yellows during the start of a race will be charged to the driver(s) who caused the yellow.

**7.  YELLOW / RED FLAG:** Drivers do not race to the yellow flag.  When the yellow is out, the scoring stops.  Drivers should maintain position at LOW speed.  Stopping is allowed if directed by an official. If stopped dead on the track after the race is officially started regardless of the reason, driver will go to the end of the pack on the restart. If you are involved in the caution, you are sent to the rear. No matter what. (Excluding people who stop to avoid wreck.) If same driver is the cause of a third yellow flag during the same race, he/she will be sent to the pits. If yellow comes out on white flag lap, the checkered will be thrown & the field will be frozen. Drivers are not racing to the yellow/checkered. Red flag situations are the same except the drivers **MUST STOP** unless an official directs the driver to another area.  If a driver refuses the official’s order to take a certain position on the track (i.e. go to the back of the pack) resulting in a delay of the race, driver will be black flagged and sent to the pits.

**7A. MOVE OVER FLAG:** All cars being lapped must hold your line.

**8.  CHECKERED FLAG:** The race is over after last vehicle on the lead lap takes the checkered flag.

**8A.** Heat races will be 8 laps or 10 minutes. 10 car maximum in heat races. If you are involved in two wrecks you will be black-flagged. Feature races will be maximum 20 minutes. IF you are involved in three incidents you will be black-flagged. 20 car maximum in feature.

**9.  LINE-UPS:** On all restarts the line-up will be the running order of the current scored lap. Restarts will be double fine, with leader choosing inside or outside. No vehicle can improve their position until they pass the flag stand.

**10.  WORKING ON VEHICLE WHILE ON TRACK:** Any car that requires any cosmetic work under caution while the field is moving will lose its race position, unless under red or at the direction of an official.  No pit crew allowed on track for assistance.  Car must be able to resume racing when red light conditions are over.  Drivers must  stay in their  own  vehicle on the track  unless  under  the direction of an official or unless there is a fire.  Pitting may occur under yellow light conditions only.

**11.  UNAUTHORIZED PERSON(S) ON TRACK:** Any unauthorized person(s) on the track or infield will be escorted off of speedway property for the rest of the evening.  Also, person(s) will not be allowed on speedway property for next two (2) events, excluding rain-outs.

**12.  PITTING DURING THE RACE:** Pitting allowed for cosmetic work or flat tire only in the designated pit area and only under yellow or red flag conditions.  Drivers will be allowed back on the track and placed at the end of the field.  Driver must be back on track under yellow flag only.

**13.  SPEEDING IN PITS:** Any driver who speeds in the pits will be immediately required to pack up their racing car and gear, escorted off of speedway property, and will lose all monies and points for the night.

**14.  ROUGH OR RECKLESS DRIVING:** Will NOT be tolerated.  If black flagged for rough or reckless driving, driver will be sent to the pits and points and monies for that race only will be scored to 20th place in feature, or last place if more than 20 cars begin feature race, and/or last place in heat race.  All other drivers will regain position under yellow / black condition only.

**15.  STOPPING ON THE TRACK:** Anyone stopping on the track will be placed to the back of the line-up unless told otherwise by an official.

**16.  OFFICIAL PROTEST:** All protests must be in writing with one hundred dollars ($100.00) cash fee posted.  This must be posted with the pit steward prior to consis and features.  After protesting driver completes form, posts fee, and feature of protested class is complete, driver must submit his vehicle for **COMPLETE** inspection before the protested vehicle is inspected.

        If protesting vehicle passes inspection, he will receive fifty dollars ($50.00) back and the protested vehicle will then be inspected.  If protested vehicle fails inspection, protested vehicle will be disqualified and remaining fifty dollars ($50.00) will be paid to track.

        If protesting vehicle fails inspection, protesting vehicle will be disqualified and will forfeit the full protest fee of one hundred dollars ($100.00) to the track and the protested vehicle will **NOT** be inspected.

        If protested vehicle passes inspection, protested vehicle will receive the remaining fifty dollars ($50.00).  Any affected driver/owner may file and the purse for that race will not be paid until final decision is made by officials.  Once protest has been filed and monies paid, protest will be enforced in **ALL** aspects.

**17.  TRACK RESERVES THE RIGHT TO TEAR DOWN ANY ENGINE THAT HAS COMPETED IN ANY RACE. Refusal at any time will result in loss of monies and awards for the evening and all points to date.  If the driver/ owner refuses tear down, they are subject to tear down at any time before or during evening’s events and for remainder of season. The second tear down refusal may result in stiffer penalties at the discrepancy of track tech.  Tear down, gaskets and assembly is full responsibility of driver and/or owner.**

**18.  BATTERY:** Must be securely mounted in trunk, under hood, or behind driver’s seat in all classes.  Must be bolted in secured metal or marine box.  Metal box must have some type of insulation surrounding battery.  Lid must be sealed to box with rubber seal.

**19.  BODY APPEARANCE:** Prefer a bright, neat paint job.  No metallic numbers or paint allowed.  Arabic numbers ONLY (1, 2, 3, etc.).  The numbers must be on both doors and the roof (facing the stands).  It is recommended to have the number on the front and rear at least four inches (4”) high.  **Alcohol vehicles MUST have an “A” by vehicle number.  This “A” is to be bright red in a circular white background and must be at least 4” high.  This must be designated for emergency purposes.**

**20.  BRAKES:**  Must be in good working condition.

**21.  FUEL TANKS:** Fuel cell mounted in metal container mandatory.

**22.  Intentional dumping of any oil products on Shadyhill Speedway property will result in:**

**\*  loading of vehicle and being escorted off of property**

**\*  payment of cleanup costs and fees**

**\*  prosecution to the fullest extent of the law**

**23.  ALL GLASS AND PLASTIC MUST BE REMOVED.**

**24.  WEIGHT:** If weights are added they must be securely bolted with ½” or more threaded rod and painted white with car number on each weight.

**25.  SCALES:** Any car is subject to crossing scales after competing in any race.

**26.  ALL CARS MUST HAVE STURDY CHAINS OR STURDY CABLES ON FRONT AND REAR FOR WRECKER HOOK-UP**.



**28.  DRIVESHAFT MUST BE PAINTED WHITE.  HOOP MUST BE PRESENT TO KEEP DRIVESHAFT FROM FALLING TO GROUND.**

**29.  DRIVER’S SEAT:** **Racing seat is mandatory.  Seat must be properly and securely mounted to frame and/or roll cage.**

**30.  DRIVER’S HARNESS:** **Five (5) point, three (3) inch wide racing harness is mandatory. Harness must be Snell Foundation, Inc. (SFI) approved and highly recommended to be no more than two (2) years old from date of tag.  BELTS WEATHERED, FRAYED, OR TORN WILL NOT BE ALLOWED ON TRACK.**

**31. SAFETY: APPROVED FIRESUIT, RACING GLOVES, and U.S. COASTGUARD APPROVED FIRE EXTINGUISHER PROPERLY MOUNTED INSIDE DRIVER COMPARTMENT ARE MANDATORY.**  **HELMET w/SNELL SA APPROVED RATING and FULL FACE SHIELD MANDATORY.  HELMETS SA2005 or NEWER HIGHLY RECOMMENDED.  ARM RESTRAINTS OR FULL WINDOW NET ARE MANDATORY.** Hahns Restraint System recommended. All required safety equipment (helmet, gloves, suit, window net/arm restraint, 5-point harness, etc.) must be properly worn and secured or car will be sent to pits and not allowed to compete in that race.

**32.  DOCTOR’S RELEASE:**  Shadyhill Speedway management reserves the right to request a doctor’s release at any time for a driver to participate at Shadyhill Speedway.

**33.  RACECEIVERS:  Mandatory in all classes.  No other electronic communication devices in or on racecar.**

**34.  DRIVER’S AGES:** Age for each non-sanctioned class is as follows:

**Pure Street:** 14 years of age through adult

**Sport Compact:**  14 years of age through adult

**Teen-4:**  12 years through 19 years of age of the current season

Any driver under the age of 18 must have an original minor’s release form, signed by minor driver’s legal guardian and notarized, on file at the pit gate entrance building.  Any minor driver 12 or 13 years of age must also have a copy of his/her birth certificate on file with their original minor’s release form.  Paperwork will not be carried forward from the previous year.  **ALL PAPERWORK MUST BE IN ORDER BEFORE ALLOWED TO BE ON RACETRACK.  THERE WILL BE NO EXCEPTIONS.** Inquire with sanctioning bodies for driver’s age minimums for sanctioned classes.  No driver the under age of 14 is allowed to drive at Shadyhill with the exception of the Teen-4 class.  If a Teen-4 driver advances into any other class at Shadyhill Speedway, the driver will not be allowed to compete in the Teen-4 class for the remainder of the season.  This excludes the Just For Fun events.

**35.  SANCTIONED CLASSES:**

**U.M.P. MODIFIED – MUST MEET UMP SPECIFICATIONS (see UMP website for specs.)**

**I-MOD – MUST MEET IMA SPECIFICATIONS (see I-MOD website for specs.)**

***Be aware that drivers/car owners are responsible for all current general and class rules.  Please remember that the track reserves the right to determine the intent and specifications contained herein.  The decision of the track officials is final.  If there are any questions, please contact a track official for explanation.***

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**PURE STREET (U.M.P. FACTORY STOCK) SPECIFICATIONS:**

**1.  BODY:** Only American manufactured cars and/or full size “uni-body” type cars will be permitted.  Sports car chassis for the Chevrolet Camaro / Pontiac Firebird and/or the Ford Mustang will be permitted.  All vehicles must maintain a minimum of one hundred eight (108) inch wheelbase.  Frames may be patched with flat stock four (4) inches beyond repaired area only.  Frame between rear bumper and rear spring pocket may be replaced with a piece of tube.  No boxing of frames.  No skinning of sheet metal other than driver’s door, front passenger’s door, hood, and trunk lid. Hole may be cut in hood to allow for air breather clearance.  May run mud deflector or rear opening hood scoop for air cleaner no more than two (2) inches high.  Air cleaner cannot be higher than mud deflector.  All skinned doors must have door bars.  Dash may be removed if replaced with a bar 1 ½ inches .090 wall tubing tied in with roll cage.  May cut hole in trunk pan so fuel can get away from interior of vehicle in case of fuel cell rupture.  Hole can be no larger than eight (8) inches over the width and length of fuel cell.  Front wheel wells may be removed.  If it unbolts, removal is permitted.  Fender, door panel, and  quarter  panel  can  be replaced  with  sheet  metal  beginning  four   inches (4”) from top body line.  No flat panel.  Stock appearing body line required.  No other metal can be cut from body.  No fuel cells allowed in interior of vehicle.  Stock floorpan and trunkpan must remain intact except as mentioned above.  Outer fenders may be trimmed for tire clearance only.  No skinning of rear wheel wells.  Tires must fit under vehicle.  Front grill area, both fiberglass and plastic, may be replaced with flat plastic/sheet metal or aftermarket nose pieces.  Both body and frame must be completely stock other than the above mentioned areas.  No frame alterations of any kind.  No cutting, no notching, no sectioning, etc.  No grafting other make and model front stubs allowed.  No exceptions!  Stock front and rear bumpers for make and model only.  Bumpers may be replaced with round or square tubing no more than two (2) inches OD and .125 wall.  Replacement bumpers must be in stock location and end of bumper must curve toward the tire.  End of bumper cannot curl back and connect to the side of the frame.  Side support is allowed on tube bumper if connected to tube in front of frame horn.  Tube end must remain open for measuring purposes.  Support tubing from the roll cage to the bumper is not allowed.  All glass, window regulators and flammable materials such as seat, head liners, plastics, carpeting, etc. must be removed.  Doors, hoods, and trunk lids must be secured so they will not open on impact.  Hood pins permitted on hoods and trunks.  Stock firewall must be unaltered and in stock location.  Must have rear firewall of aluminum or steel the full width of vehicle.  Car and pick up interior must be open.  No cockpits allowed.  Hood pins allowed.  No moving of body forward, backward or side to side allowed.  May run rear spoiler no more than four (4) inches high and no more than forty five (45) degree angle measured from rear deck.  No rear scoops allowed.   No exceptions!

**2.  ROLL CAGE:** Roll cage must be at least four (4) point 1 ½ inch .090 wall tubing with driver side door protection.  Refer to general rules for side door protection.  Roll cage must be built in such a way so as not to collapse in the event of a rollover.  Rear hoops required for protection of fuel cell and must be tied in with main cage.  Front hoop tied to main cage is highly recommended or one bar for radiator protection tied to chassis.  Front hoop or bar and rear hoop must be inside of grill and trunk panel and not visible on outside of car.

**3.  SPRINGS AND SUSPENSION:**  Must be stock type spring for make and model vehicle.  No alteration of springs allowed.  Springs and suspension must be mounted in original stock location.  No lowering blocks, weight jacks, spacers, etc. allowed.  Only one spring per wheel.  No traction devices of any kind allowed.  No lift bars, pull bars, traction bars, track bars, panard bars, ladder bars, etc. stock or otherwise allowed.  No torque link between transmission and rear end.  No torque link bars of any kind allowed, stock or otherwise. Only stock OEM-type bolt-in upper ball joints will be permitted.  Must be stock dimension and stock location.  Aftermarket upper “A” frames allowed.  Lower “A” frames must be stock.  Front spindles must be stock for cars.

**4.  SHOCKS:** Aftermarket shocks allowed, no more than 50/50 ratio.  No coilovers, sliders, or adjustable, etc. allowed.  No aluminum shocks allowed.  Only one shock per wheel mounted in original stock location for make and model of vehicle.

**5.  BRAKES:** Stock brake pedal or aftermarket brake pedal with one master cylinder allowed. All pedals must remain in original stock locations. No aluminum component allowed other than OEM master cylinder. Only one master cylinder allowed.  No drilling of brake rotors and no single disc rotors allowed.  Right front brake can have a shut off valve if shut off valve is located under the hood.  No controls of any kind in vehicle interior.

**6.  STEERING:** Must be stock for make and model of vehicle.  No aluminum allowed.  No alteration of any kind allowed.  Must be located in original stock location.  No tilt steering columns allowed.  May be replaced with straight steering column or steering shaft with a minimum of two (2) universal joints in steering shaft between firewall and steering box.  Quick disconnect steering wheels allowed.  Must be stock tie rods and ball joints.  No tube tie rod, heim joints or aftermarket drag links allowed.  No rack and pinion, no center point, etc. allowed.  No exceptions!  Steering quickeners allowed.

**7.  REAR END:** Stock production rear end or Ford nine inch (9”) rear ends.  Floaters allowed.  Tires must remain inside fenders and quarter panels.  Rear end must be locked or spool.

**8.  WHEELS AND TIRES:** Aftermarket steel wheels, stock steel wheels, or wagon wheels allowed and must be no wider than eight (8) inches.  Wheels can be reinforced.  60- series tires allowed.  DOT street tires only.  No screwing tires to wheels, no racing tires, no studded tires, or recaps.  No off-road tires of any kind allowed.  Grinding and any other alterations not allowed.  All wheel weights must be removed.  Wheel studs on right side must be ½” minimum and must have oversized nuts on all four (4) wheels.  Beadlock allowed on right rear only.

**9.  ENGINES:** Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc.  Stock production cast iron engine and heads only.  Engines must be mounted in stock location.  Solid mounts or tie down chains acceptable.  No setbacks allowed.  No factory performance heads such as Chevrolet small block angle plug heads, bowtie, double hump heads, Vortec, Ford SVO, etc. allowed.  Guide plates for push rods allowed.  Aluminum valve covers and aluminum water pumps allowed. Steel or aluminum pulleys allowed. No aftermarket heads of any kind. No porting, polishing or pocket porting. No deburring of any kind on heads or manifolds.  Screw-in or pinned studs allowed. No racing engines or parts, super chargers, turbo chargers, nitrous oxide, alcohol, nitro, etc. All engines must be stock stroke.  Chevy engines must use 5.7 rods only.  No fuel injection or computers allowed.  Engine must be naturally aspirated. Stock mechanical fuel pump only and must be block mounted and in stock location. No roller cams, roller rockers, or roller tip rockers.  Rockers must be stamped steel only.  No stud girdles allowed.  Raised crank case breathers allowed. Screw in studs, aftermarket rod bolts, lifter valley pan allowed.  Stock or aftermarket starters allowed. No solid lift cams allowed.  Valves can be no larger than 1.94 intake and 1.50 exhaust.  Flat top pistons only with a minimum of two (2) valve reliefs will be allowed in all engines.  No dish or dome pistons allowed.  All Chevrolet 400 motors and all big block motors are not allowed.  No machining beyond valve seat. No factory high- performance engines allowed.  No mini starters allowed. Factory stock harmonic balancer only.  No aftermarket of any kind.

**10.  INTAKE AND EXHAUST MANIFOLDS:** Stock production cast iron 2-barrel or 4-barrel intake manifold only.  No high rise manifolds, stock or otherwise allowed.  No bowtie, aftermarket, etc. allowed.  No porting, polishing or deburring of intake manifold allowed.  Stock production cast iron exhaust manifolds allowed.  Must run exhaust pipe off each manifold or behind Y pipe a minimum of two (2) feet long and maximum of two (2) inches in diameter.  Over-frame or under-frame headers allowed.  No frame alterations for headers.

**11.  CARBURETOR:** Holley 4412 carburetor on all cars is mandatory.  Must be gauge legal.  Must remove choke plate and shaft.  One (1) air filter element with a maximum height of four (4) inches may be used.

**12.  IGNITION:** Must be stock HEI production distributor ignition only.  No capacitive discharge ignition systems.  No racing ignition systems including ignition modules and ignition coil.  No MSD, Accel, Mallory, etc. ignition components except spark plug wires.

**13.  TRANSMISSION:** Only stock production OEM manual or automatic transmissions allowed.  No powerglide transmission allowed.

**Manual transmissions:** Must have a stock single disc clutch inside an explosion-proof bell housing or scattershield of at least one eighth by six (1/8 x 6) inches steel covering clutch area from top down both sides one hundred eighty (180) degrees total and be securely fastened.  Aftermarket clutch pedal assembly may be used.

**Automatic transmissions**: Stock production OEM automatic transmission with torque converter only.  No couplers, racing transmissions, powerglide transmissions, etc. allowed.  Stock torque converters for transmission must be used.  No transmission cooler in driver’s compartment.

**Both automatic and manual transmissions:** All bell housings must have one and one half (1½) inch minimum inspection hole top right side of bell housing.  Inspection plate must be removable to view inspection hole of bell housing.

**14.  RADIATOR:** Aluminum radiator allowed.  No other cooling devices other than radiator in front of engine.  Only one radiator allowed.

**15.  DRIVESHAFT:** Stock steel driveshaft must be painted white with driveshaft hoop no further back than six (6) inches behind front universal joint.

**16.  WEIGHT:** Must weigh three thousand two hundred (3,200) pounds minimum with driver in vehicle on track scales after feature race.

**17.  BATTERY:** Batteries are covered under General Rules, 18.

**18.  MISCELLANEOUS:**  No driver adjustable controls of any kind inside driver’s compartment.

**19. SAFETY:** **Personal Safety Equipment:** It is the sole responsibility of each competitor for the effectiveness and proper installation, per the manufacturer’s specifications to be adequate for competition at every event.  Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.

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

**Protective Clothing:** Each driver should wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.  Each driver should also wear fire resistant accessories that effectively cover the remaining parts of the body.  Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI .3 label.

**Seats:** An aluminum seat built specifically for the purpose of competition in auto racing events will be required.  High-back aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer.  Head rest (behind the head) should include padding.  All areas surrounding the head should have padding.  The seat must be mounted a minimum of thirty (30) inches from the center of the rear end, measured at the bottom of the seat.

**Helmets:** Driver must wear a full face helmet, with at least a valid SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2, or SFI 31.1 2000 label.  If a head and neck restraint system is connected it should conform to the manufacturer’s mounting instructions.  Neck collars are mandatory.

**Other:** No sharp or protruding edges in or around the cockpit, which would impede the driver’s rapid exit from the car.  Windshield screens with a minimum of .090 inch screens must be securely fastened.  An electrical engine shut off switch is required.  The switch must be clearly labeled and within the reach of the driver.  A fuel shut-off valve is highly recommended.  The valve must be clearly labeled and within reach of the driver.  Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

**20.  NUMBERING / IDENTIFICATION:**  Car number must be at least twenty (20) inches tall and be in a contrasting color on doors and roof.  No duplicate numbers.  No metallic paint or duct tape. All numbers and decals must look professional.

**21. NOTE FROM TRACK PROMOTOR:** The Pure Street class is meant to be a competitive, low cost class in which to race.  Please do not make racing more expensive than it has to be by using parts not allowed in the Pure Street Class or the vehicle will be disqualified.

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