



Victory Lane Speedway 2026 Rules and Procedures[©]

Version: September 1, 2026

Updates of the Rules and Procedure Available at:

<https://victorylanespeedway.ca>

The Rules Subject to Change at Any Time

The Most Current Version is Always Online

This Document Must Not Be Copied or Distributed Without
the Expressed Written Consent of Victory Lane Speedway

Table of Contents

Overview	5
General Disclaimer Statement	5
Definitions	5
OEM	5
Participant	5
Track Official	5
Track Rules	5
WISSOTA Definitions: Refer to WISSOTA Rules and Procedures	6
Section 1: General Rules	6
1.1 General Application	6
1.2 Effective Date	6
1.3 Exhibits and Drawings	6
1.4 Amendment of Rules	6
1.5 Applicability	6
1.8 Appeal Rights and Procedures: Refer to WISSOTA Rules and Procedures	6
1.9 Missing from WISSOTA Rules and Procedures	6
1.10 Reserved Participation Right: Refer to WISSOTA Rules and Procedures	6
1.11 Violation of Spirit and Intent of Rules and Unsportsmanlike Conduct: Refer to WISSOTA Rules and Procedures	6
Additional Points Pertaining to the SPEEDWAY	6
1.11 Online/Social Media Conduct	6
1.11.2 Unsportsmanlike Conduct at the SPEEDWAY	7
1.12 Drug Policy: Refer to WISSOTA Rules and Procedures	7
Additional and/or Highlighted Points	7
1.12.1 Illegal Drugs Definition	7
1.12.2 General Prohibition	7
1.13 Requirement Regarding WISSOTA Fines and Suspensions: Refer to WISSOTA Rules and Procedures	7
1.14 Probation and Suspensions: Refer to WISSOTA Rules and Procedures	7
1.15 Duration of Penalties: Refer to WISSOTA Rules and Procedures	7
1.16 Illegal Parts: Refer to WISSOTA Rules and Procedures	7
1.17 Reserved Tear Down Right: Refer to WISSOTA Rules and Procedures	7
1.18 Confiscation of Illegal Parts: Refer to WISSOTA Rules and Procedures	7
1.19 Independent Contractors	7
1.20 Competitor Agreement Regarding Rules: Refer to WISSOTA Rules and Procedures	8

Section 2: General Policies.....	8
2.1 Prevailing Policy: Refer to WISSOTA Rules and Procedures	8
2.2 Licensing and Registration: Refer to WISSOTA Rules and Procedures	8
Additional and/or Highlighted Points	8
2.3 Pit Age Requirement	8
2.4 Race Procedures.....	8
2.5 Driver, Car, or Engine Changes: Refer to WISSOTA Rules and Procedures.....	11
2.6 Good Standing: Refer to WISSOTA Rules and Procedures.....	11
2.7 Racing Season: Refer to WISSOTA Rules and Procedures.....	11
2.8 Race Car Numbers/Letters: Refer to WISSOTA Rules and Procedures	11
2.9 Post-Race Scaling: Refer to WISSOTA Rules and Procedures.....	11
2.10 Inspections: Refer to WISSOTA Rules and Procedures	11
Section 3: Minimum Specifications.....	11
3.1 General: Refer to WISSOTA Rules and Procedures.....	11
3.2 Display of Wissota and Sponsor Logos: Refer to WISSOTA Rules and Procedures.....	11
3.3 Safety/Other: Refer to WISSOTA Rules and Procedures.....	11
Additional and/or Highlighted Points	11
3.3.2 Driving Suit	11
3.3.6 Batteries.....	11
3.3.8 Shoulder Harness, Belts, Restraints, and Nets.....	11
3.3.9 Fire Suppression and Extinguisher	11
3.3.10 Driver’s Seat	11
3.3.16 Tire Availability Disclaimer.....	11
3.3.20 In-Car Cameras/Lights.....	11
3.3.22 Transponders	12
Section 4: Point System.....	12
4.1 Point System: Refer to WISSOTA Rules and Procedures.....	12
Additional and/or Highlighted Points	12
4.1.9 Rookie Status.....	12
Section 5: Engine Protest Rule: Refer to WISSOTA Rules and Procedures	12
Section 6: Engine Pumping Rule: Refer to WISSOTA Rules and Procedures.....	13
Section 7: Class Specific Rules.....	13
WISSOTA Modified Rules: Refer to WISSOTA Rules and Procedures	13
WISSOTA Midwest Modified Rules: Refer to WISSOTA Rules and Procedures	13
MID-CANADA STOCK CAR RULES	13

SUPER TRUCK RULES	19
MID-CANADA GEN-X LATE MODEL RULES	27
MID-CANADA A MODIFIED RULES	42
MID-CANADA B MODIFIED RULES.....	45
4-Cylinder Rules	47

Overview

The rules and procedures outlined in this document are based on and supplemental to the [2025 WISSOTA Rules and Procedures](#) and are applicable to all classes at Victory Lane Speedway (hereinafter referred to as the *SPEEDWAY*) regardless of whether the class is a WISSOTA class or not. Review applicable sections in the [2025 WISSOTA Rules and Procedures](#) when it states, *Refer to WISSOTA Rules and Procedures*.

General Disclaimer Statement

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 agree to comply with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. These rules and/or regulations 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 SPEEDWAY shall be empowered to impose any further restrictions that in the SPEEDWAY's opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT THEREFROM. Any interpretation of, or deviation from, these rules is left to the discretion of the officials. The SPEEDWAY's DECISION IS FINAL.

Definitions

OEM

Means and refers to original equipment manufacturer.

Participant

Each and every driver, car owner, sponsor, mechanic, crew member, or any other pit personnel including a friend or family member taking part in any way in any SPEEDWAY racing event. All such persons have voluntarily become involved in a SPEEDWAY racing event, with the full understanding that he/she must abide by all of the rules and regulations of the SPEEDWAY. By their participation in a SPEEDWAY racing event, all such persons acknowledge that they are fully aware of the risks involved in the sport of auto racing and that by participating in such a racing event they assume all such risks. This includes any driver entering the pit area whether racing or not. Participant also includes each and every inventor, manufacturer, distributor, retailer, and/or supplier of racing parts sold, marketed, distributed, and/or are designed for use by SPEEDWAY drivers, car owners, sponsors, mechanics, and crew members.

Racing Event or Event

Any SPEEDWAY racing or other event.

Track Official

An employee, independent contractor, or agent of the SPEEDWAY who assists in the conducting and promoting of the racing event, and interpreting and enforcing the rules, at the SPEEDWAY.

Track Rules

The rules for a racing event at the SPEEDWAY, as published by the SPEEDWAY, posted at the SPEEDWAY or on the SPEEDWAY'S website, or announced at any drivers' or pit meeting prior to any racing event.

Section 1: General Rules

1.1 General Application

The SPEEDWAY rules shall apply to each and every participant who participates in any SPEEDWAY racing event. All participants subject to the SPEEDWAY rules and WISSOTA rules (if participating in a WISSOTA-sanctioned racing event), are expected to know the rules and any claimed ignorance of the rules will not be accepted or tolerated.

1.2 Effective Date

The SPEEDWAY rules, and any amendment of rules, are effective upon the date of publication, regardless of when a person subject to the rules receives actual notice of the rule.

1.3 Exhibits and Drawings

Exhibits and drawings are deemed rules illustrations and are enforceable rules.

1.4 Amendment of Rules

The SPEEDWAY reserves the right to add to, delete, supersede, or modify any rules, exhibits, or drawings that the SPEEDWAY deems necessary for the betterment and/or safety of racing. The SPEEDWAY rules may be amended during the racing season and will be published on the SPEEDWAY website. Participants shall be responsible for being aware of and complying with all such amendments issued.

1.5 Applicability

The SPEEDWAY rules are applicable to all SPEEDWAY events.

1.6 Competitor Obligation: Refer to WISSOTA Rules and Procedures

1.7 Finality of Decisions and Interpretations and Covenant Not to Sue: Refer to WISSOTA Rules and Procedures

1.8 Appeal Rights and Procedures: Refer to WISSOTA Rules and Procedures

1.9 Missing from WISSOTA Rules and Procedures

1.10 Reserved Participation Right: Refer to WISSOTA Rules and Procedures

1.11 Violation of Spirit and Intent of Rules and Unsportsmanlike Conduct: Refer to WISSOTA Rules and Procedures

Additional Points Pertaining to the SPEEDWAY

The SPEEDWAY promotor, in consultation with SPEEDWAY officials, makes the final decision regarding any discipline, penalties, suspensions, or fines.

1.11 Online/Social Media Conduct

All participants (see Definition of Participant) are to be respectful of other participants including the SPEEDWAY in all online and social media platforms including email. There is zero tolerance for disrespectful online behaviour and the SPEEDWAY will immediately block participants posting false information or “bashing” the SPEEDWAY or its related companies including not specifically including the SPEEDWAY name but making innuendos and insinuations. Participants (including participants using alias profiles) posting on public, private, or secret sites, and/or emailing disrespectful messages about other participants or the SPEEDWAY, or bullying other participants or the SPEEDWAY, will be banned from all events at the SPEEDWAY.

1.11.2 Unsportsmanlike Conduct at the SPEEDWAY

The SPEEDWAY understands that at times and in the “heat of the moment” participants will act in an unsportsmanlike manner, which they later regret. The SPEEDWAY will carefully review all situations, talk to all parties involved to try to settle the situation, and in the very extreme circumstance determine whether or not the conduct necessitates suspension or other penalties over and above the below fines.

The following fines will be issued for unsportsmanlike conduct at the SPEEDWAY:

- Speeding in the pit area: \$1000.00 USD (or equivalent)
- Participants going to another participant’s pit area and causing a disruption: \$1000.00 USD (or equivalent)
- Deliberately hitting another car under caution or after the race is complete: \$1000.00 USD (or equivalent)

Note: The above fines will be doubled with a repeat offence. The driver’s payout will be held until the fine is paid in full.

The financial penalties will not be publicly posted, nor officially announced in any online or in-person forum by the SPEEDWAY.

1.12 Drug Policy: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

1.12.1 Illegal Drugs Definition

Illegal drugs are those substances or drug substances defined and prohibited by Manitoba and/or federal laws. For this purpose of this document, Cannabis is considered illegal.

1.12.2 General Prohibition

Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at the SPEEDWAY, either on the race track grounds, or in any area considered to be used in the operation of the race track, such as parking lots. If a participant is caught consuming illegal drugs on the SPEEDWAY property, or is deemed to be under the influence of illegal drugs on the SPEEDWAY property, he/she shall be immediately ejected from the SPEEDWAY premises and shall be subject to a mandatory fine of \$500.00 USD (or equivalent) and a 90-day suspension.

1.13 Requirement Regarding WISSOTA Fines and Suspensions: Refer to WISSOTA Rules and Procedures

1.14 Probation and Suspensions: Refer to WISSOTA Rules and Procedures

1.15 Duration of Penalties: Refer to WISSOTA Rules and Procedures

1.16 Illegal Parts: Refer to WISSOTA Rules and Procedures

1.17 Reserved Tear Down Right: Refer to WISSOTA Rules and Procedures

1.18 Confiscation of Illegal Parts: Refer to WISSOTA Rules and Procedures

1.19 Independent Contractors

All participants are independent contractors and are not the agents or employees of the SPEEDWAY. SPEEDWAY participants, as independent contractors, are solely responsible for preparing their race cars to perform in SPEEDWAY and WISSOTA (if applicable) sanctioned racing events in accordance with SPEEDWAY and WISSOTA (if applicable) rules

and procedures. As independent contractors, participants are solely responsible for compensating their employees, agents, or pit crew members. Participants, as independent contractors, also assume full responsibility for reporting or filing any reports or tax returns with the appropriate authorities on any and all earnings or funds received as a result of their participation in SPEEDWAY racing events, including, but not limited to, all provincial and federal taxes and fees, and worker's compensation insurance.

1.20 Competitor Agreement Regarding Rules: Refer to WISSOTA Rules and Procedures

Section 2: General Policies

2.1 Prevailing Policy: Refer to WISSOTA Rules and Procedures

2.2 Licensing and Registration: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

Drivers at the SPEEDWAY must be at least 16 years of age (same as WISSOTA requirement). Those drivers under the age of 16 must receive permission to race from the SPEEDWAY at least 72 hours prior to the first race of the season or any race in the season if previous approval has not been granted.

All minor drivers must participate in at least 4 practice sessions (or as determined by the SPEEDWAY) prior to being allowed to participate in a race.

No unlicensed drivers will be allowed to enter a WISSOTA-sanctioned race at the SPEEDWAY.

All applicable waiver forms must be signed electronically as per insurance requirements by all drivers and pit crew members (regardless of age) and must be on file to race or practice at the SPEEDWAY.

2.3 Pit Age Requirement

All persons under the age of eighteen (18) must have an electronically signed minor release form on file at the SPEEDWAY. Children must be under the supervision of an adult at all times. Children are not allowed to drive any type of vehicle in the pit area. Children are not allowed to ride in/on any open moving vehicle without a proper seat (e.g., golf cart, all terrain vehicles, etc.) in the pits. Failure to abide by the rules will result in an automatic expulsion from the pit area.

2.4 Race Procedures

2.4.1 to 2.4.10 Refer to WISSOTA Rules and Procedures

2.4.11 SPEEDWAY Race Procedures

2.4.11.1 Cancellation or Addition

An event may be cancelled by the SPEEDWAY at any time due to inclement weather, unsafe conditions, or at the discretion of the SPEEDWAY. The SPEEDWAY will make a decision regarding refunds on the day of the cancelled event. A point event may be added at any time (as approved by WISSOTA) at the discretion of the SPEEDWAY. Non-WISSOTA class point events may be added at any time at the discretion of the SPEEDWAY.

2.4.11.2 Staging

Drivers are responsible for knowing their position in the heats and features and when to be in the staging area for their race.

2.4.11.3 Entrance and Exit

Driver must enter the track at Turn 2 and Exit at Turn 1. Any car entering the track at Turn 1 will be disqualified.

2.4.11.4 Flag Meanings and Rules

- **Green:** Start of the race.
- **Rolled Up Green:** Single file start (up and down motion); Going green next lap (pointed).
- **Rolled Up Green & Yellow:** Side-by-side start – 2 wide.
- **Rolled Up Yellow & Black:** One yellow flag rule.
 - If a race is continuously going yellow, the flag person may go to a one yellow flag rule.
- **Yellow:** Cars must slow down, no passing.
 - **Heats:** Cause one yellow flag and the driver must go to the pits for the remainder of the race.
 - **Features:** Cause one yellow flag, the driver must go to the tail end of the field. Second yellow flag, the driver must go to the pits for the remainder of the race. The one yellow flag rule may be used based on the SPEEDWAY's discretion if the driver purposely causes or forces a yellow flag (e.g., spins out and stops, has a flat tire and stops, can't start the car, stops on track, etc.). The SPEEDWAY may implement the one yellow flag rule at any event and will announce the rule at the driver's meeting.
- **Black:** Disqualified and leave the track immediately.
 - A driver may be black-flagged for a flat tire, loose parts, smoking, rough driving, etc.
 - If a car is not able to maintain a reasonable speed and is consistently being lapped, then that car may be black flagged and sent to the pits. The black flag would be treated as a mechanical DNF and the driver would still receive points based on a finish for laps completed.
- **Rolled Up Black:** Warning when pointed at a particular driver.
- **Crossed Flags:** Race is half over.
- **Red:** Stop. Unless unavoidable, do not pass the scene of an accident or the flag tower.
- **Blue Yellow:** Passing flag. A driver is about to become a lapped car or is about to be passed.
- **White:** One lap to go.
- **Checkered:** The race has officially ended and all cars must pass underneath the flag to be scored on the last lap.
 - If the checkered flag is out and a yellow comes out after the checkered flag, the race may be scored on the last completed lap. This will be the Race Director's decision based on the number of cars affected by the incident. The car(s) causing the yellow will be scored tail end or disqualified. The driver that takes the checkered flag will be the winner.

2.4.11.5 Track Hand Signals

- **Go to the rear of the field:** Patting rear-end.
- **Tighten up:** Clapping of hands side-to-side.
- **Flat tire:** Clapping of hands up and down.
- **One lap to go:** Holding one finger up.

2.4.11.6 Ignoring Directions

If a driver intentionally ignores the directions of the flag person and/or SPEEDWAY officials during a race, the driver will be fined \$500.00 USD (or equivalent), lose all track points, and may be suspended for one (1) race.

2.4.11.7 Racing Incident

In the event a call on a driver(s) cannot be decisively made (i.e., no official could clearly determine which driver caused the incident) the cars will restart in the order of the last completed lap.

2.4.11.8 Care and Control

At all times, the driver must be in control of his/her car. Drivers must not take out another car as that will result in a warning or a black flag.

Races finish under green unless it is too dangerous to continue. A race may be stopped at the discretion of the SPEEDWAY officials at any time they consider it too dangerous or unsafe to continue.

2.4.11.9 Starts

A driver must not move out of position (side-by-side or bumper-to-bumper in line of the car ahead) or accelerate until the green flag is waved. If a car moves out of position before the green flag is waved, this will be considered a jump-start and the driver will be sent to the rear of the field. On the second jump-start, the driver will be black-flagged.

When a race is stopped after the completion of at least one lap, drivers will be lined up in the order in which they were running at the completion of the last full lap before being stopped. The car(s) causing the race to be stopped, if any, must start at the rear of the field.

2.4.11.10 Driver Unable to Start

If a driver is unable to start the race, all cars behind that car's position will advance one position. Drivers entering the track on a parade lap will start at the rear of the field, regardless of their qualifying position. Drivers not wishing to start in their position may start at the rear of the field.

2.4.11.11 Single File Restarts

All drivers must complete one lap before a single file restart is called. A single file restart will be called after a maximum of three (3) yellow flags starts or at the discretion of SPEEDWAY officials. Drivers will line up single file behind the car ahead based on the last completed lap, not the lap in which the yellow came out on. Lapped cars must start at the rear. On a single file restart, drivers will drive between the cone and the outside wall only.

2.4.11.12 Re-entry

Drivers are not allowed to re-enter the track while a green flag is out. Cars that leave the track may re-enter only if a yellow flag is waved and only under the direction of SPEEDWAY officials. A driver that pits during a race must start at the rear of the field.

2.4.11.13 Tire Change

No tire changing time is allowed during heat races or a B-Feature. A maximum of three (3) laps are allowed in an A-Feature, if the driver did not cause the yellow.

2.4.11.14 Presentations

Presentations normally take place after each A Feature on the start-finish line. Following pictures and the presentation, everyone other than the driver must return to the grandstand area via the gate under the flag stand. There will be no riding in window openings or on the hood of a race car or walking on the track at any time.

2.4.11.15 Announcer's Tower

Absolutely no drivers or pit crew are allowed in announcer's tower at any time, unless instructed to do so.

2.4.11.15 Track Inspection

At no time during an event, including intermission, shall a driver or crew member walk or drive on the track. Inspection is only allowed prior to hot laps and only from the rim of the track. Walking or driving on the track will result in disqualification from the event.

2.5 Driver, Car, or Engine Changes: Refer to WISSOTA Rules and Procedures

2.6 Good Standing: Refer to WISSOTA Rules and Procedures

2.7 Racing Season: Refer to WISSOTA Rules and Procedures

2.8 Race Car Numbers/Letters: Refer to WISSOTA Rules and Procedures

2.9 Post-Race Scaling: Refer to WISSOTA Rules and Procedures

2.10 Inspections: Refer to WISSOTA Rules and Procedures

Section 3: Minimum Specifications

3.1 General: Refer to WISSOTA Rules and Procedures

3.2 Display of WISSOTA and Sponsor Logos: Refer to WISSOTA Rules and Procedures

3.3 Safety/Other: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

3.3.2 Driving Suit

The SPEEDWAY reserves the right to deem any driver's suit usable or unusable for track and driver safety, based on condition of the suit.

3.3.6 Batteries

Batteries must be securely mounted and shielded. No batteries are allowed inside any driver areas.

3.3.8 Shoulder Harness, Belts, Restraints, and Nets

Head/neck restraints (HANS or similar device) are mandatory for drivers under the age of 18.

3.3.9 Fire Suppression and Extinguisher

Onboard fire suppression system is strongly recommended. All drivers must have an ABC type fire extinguisher, with the expiry date clear and visible, in their pit area at all times.

3.3.10 Driver's Seat

Only aluminum race seats are allowed. Full containment seats are recommended.

3.3.16 Tire Availability Disclaimer

It is each driver's responsibility to inventory the tires he/she needs.

3.3.20 In-Car Cameras/Lights

Video cameras and/or recording devices are not allowed anywhere on any race car, in any class, other than in the cockpit above the interior deck tin. No lights, LED lights, or any other illuminating devices allowed to be turned on anywhere including under any race car while racing.

3.3.22 Transponders

A working transponder is mandatory for all classes at the SPEEDWAY. One warning per season will be given to a driver that does not have a working transponder at the start of the race (Note: A working transponder includes providing the speedway with the correct transponder number). After one warning per season, the driver will be scored in last place regardless of placement in the race. Drivers are not allowed to share transponders with other drivers or move a transponder from one car to another.

Super Trucks: Mount the transponder behind the driver's seat on the back side of the firewall with a clear view to the ground (the closer to the driveshaft the better as there is less mud there). 4 Cylinder: Mount the transponder on the passenger side floor at the seat brace.

Section 4: Point System

4.1 Point System: Refer to WISSOTA Rules and Procedures

Additional and/or Highlighted Points

4.1.9 Rookie Status

A driver may not have participated in more than 3 races/features at the SPEEDWAY or any other track combined in any number of years combined to be classified as a rookie. This means, for example, if a driver raced in 2 features in one year, and 2 features in another year, the driver is no longer a rookie. Only drivers participating in at least 70% of the scheduled races will be considered for a Rookie of the Year Award at the SPEEDWAY. Drivers that do not self-identify themselves as a rookie in MyRacePass will not be considered a rookie at the SPEEDWAY. The SPEEDWAY reserves the right to check for registration errors and racing history in MyRacePass and with drivers when identifying rookies.

Drivers cannot be classified as a rookie in a lower class after driving in a higher-level class for at least 3 races. For example, a driver cannot move down from the Midwest Modified class (after participating in 3 races in the Midwest Modified class) to the Pure Stock class and be classified as a rookie in the Pure Stock class. The order of classes from lower to higher is: 4 Cylinder, Pure Stock, Super Trucks, Midwest Modified, Modified, Late Model.

If a driver is not classified as a rookie by WISSOTA, the driver is not a rookie at the SPEEDWAY. However, a driver may be classified as a rookie by WISSOTA and still not be a rookie at the SPEEDWAY.

All minor and rookie drivers must participate in at least 4 practice sessions (or as determined by the SPEEDWAY) prior to being allowed to participate in a race. Rookies will also start at the back of the heats/features for at least the first 2 races/starts (or as determined by the SPEEDWAY).

Rookies must have a stripe of yellow tape (minimum 2 inches wide by minimum 10 inches long) on their back bumper for the duration of the season.

See WISSOTA rules for additional details regarding WISSOTA rookie status.

Section 5: Engine Protest Rule: Refer to WISSOTA Rules and Procedures

Section 6: Engine Pumping Rule: Refer to WISSOTA Rules and Procedures

Section 7: Class Specific Rules

WISSOTA Modified Rules: Refer to WISSOTA Rules and Procedures

WISSOTA Midwest Modified Rules: Refer to WISSOTA Rules and Procedures

MID-CANADA STOCK CAR RULES

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

The SPEEDWAY reserves the right to refuse any car if it is not within the original concept or rules of this class.

Cars

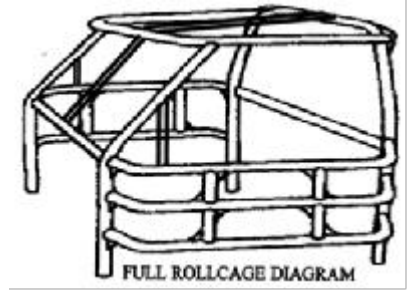
- a) Minimum wheelbase of 100 inches.
- b) No trucks, vans, or convertibles of any type.
- c) All bodies, steering parts, bumpers, transmissions, and frames must remain stock OEM and in stock locations unless otherwise specified.
- d) No add-on parts allowed unless specified.

Body

- a) Front and rear firewalls and floorboards must remain stock.
- b) Door skins and quarter panels may be replaced with stock OEM or sheet metal of the same thickness and must conform to the body and remain stock in appearance.
- c) All upholstery must be removed from the car.
- d) Wheel wells may be cut out and rounded.
- e) Rear trunk floor may be removed for both full frames and uni-bodies.
- f) Passenger and driver's side floor can only be repaired with sheet metal, but must be same minimum thickness as the stock metal floor or thicker.
- g) Closing in of the passenger-side compartment is allowed (cockpits).
- h) All window openings must remain open.

Roll Cage

- a) Steel tubing for roll cage must be at least 0.095 inch (1.565 on micrometer) wall and 1.66 minimum outside diameter.
- b) No pipe fitting or galvanized tubing allowed.
- c) Must have a 3/16th inspection hole in a non-critical area.
- d) Roll cage must conform to interior.
- e) Driver's head cannot extend past top of roll cage.
- f) A 4-point or 6-point frame mounted roll cage is mandatory and must have one main rollover continuous hoop to extend from the frame up to the roof, across and back down to the opposite side frame.
- g) Must have two bars from top of the main hoop, going forward, bent (approx. 30 degrees) at the top of front window and (approx. 60 degrees) at the bottom of the window, continuing to front frame (both sides).
- h) All other cross bars to be gusseted and butt welded.
- i) A minimum 18 gauge door plate is mandatory. The door plate must be attached to the outside of driver's door bars and extend from the top of the door bar to the bottom of the door bar and extend the full coverage of the seat area with a minimum of 6 inches in front of the seat area.
- j) Minimum of 3 Torso or Kidney bars made of the same material standards as previously listed, must be welded horizontally and equally spaced between window opening and lower door jam. These bars must be welded to the roll cage with ¼ inch gussets along the inside of the driver's door.
- k) Roof bar, front window bar and front corner posts required.
- l) Must have an Earnhardt bar located in the middle of the *windshield* and be the same thickness and material as the roll cage.
- m) All bars must tie into frame with gussets.
- n) Full size uni-body cars must use a minimum 12-inch x 1/8th inch square floor plate bolted or welded to floor (for roll cage).
- o) Uni-body cars must use a sub-frame connector; minimum 2" x 2" x 0.125 inch square tubing.
- p) Full frame cars may replace rear frame rail from center of diff back with 0.125 square tubing: in stock location.
- q) Any other frame repair must use 0.125 wall metal.
- r) All doors must be bolted, chained, or welded shut.
- s) All cars equipped with a sunroof must cover sunroof opening with a 1/8th inch steel plate.



Race Seat

- a) Race seat mounted securely to roll cage at 4 points, bolted only with a minimum of 3/8" bolts.

Crash Bars

- a) No front or rear crash bars.
- b) All bars must remain within the perimeter of the frame (except door bars).
- c) Bars allowed in front of the rad must be flush. 1" tolerance.
- d) No front or rear bars past the end of the frame.
- e) No sharp edges.
- f) No excessive bars.

Bumpers

- a) Front and rear stock bumper mounts may be replaced with a 4-inch or 6-inch 0.125 square tubing mounted at a right angle to frame.
- b) Maximum length is 6 inches: bolted or welded.
- c) No sharp edges.
- d) Racing nose cones may be used with fabricated bumpers.
- e) Fabricated bumpers are to be made from the same round tubing as the roll cage with maximum of two (2) horizontal bars.

- f) Bars must be rounded at ends to avoid piercing through the sides of other cars.
- g) Must be mounted like a stock bumper. (Speedway Motors part number: 910-54721 as reference)
- h) No excessive fabricated bumpers made of square tubing or channel iron.

Windshield

- a) The windshield must be removed and either a heavy gauge screen or a minimum of 4 ¼" bars are to be mounted in front of the driver in the windshield opening.

Hood

- a) There may be a hole in the hood directly above the carburetor.
- b) No hood scoops, but a hood deflector is allowed.

Engines

Truck Engine: GM 5.3 Litre LS, Year 2000 and Up

- a) Factory GM iron-production engine block ONLY (Maximum overbore +.060).
- b) Factory GM style replacement pistons ONLY (1.5mm/1.5mm/3.0mm rings).
- c) Factory GM crankshafts must remain 3.622" stroke with no modifications allowed.
- d) Factory GM connecting rods only, must remain 6.098" length.
- e) Balancing of rotating assembly is permitted.
- f) 5.3 GM 862 or 706 casting head ONLY. Must remain with stock 1.89 intake valve, 1.55 exhaust valve, stock length, stock stem 0.313". No rectangular port heads allowed.
- g) No porting, polishing or angle milling allowed.
- h) Factory rocker arms ONLY. Rocker arm trunnions can be upgraded.
- i) Up to 562 cam shaft lift allowed.
- j) ONLY single beehive valve springs permitted. Must use factory GM valve spring retainers and locks.
- k) Ignition control MSD 6014CT box with stock GM truck coils.
- l) 8727 CT rev limiter to a maximum of 6200 RMP.
- m) Edelbrock RPM intake part #71187. Performance World 650021 LS1 dual plane carbureted intake manifold. No porting or polishing allowed.
- n) Holley 4412 2-barrel 500 CFM carburetor.
- o) Holley 80 red electric fuel pump.
- p) Holley safety fuel pressure switch 12-810.
- q) Pump gas only.

Up to 400 ci and 602 CT 350

- a) All engines: 8-cylinder naturally-aspirated engines.
- b) 400ci max.
- c) Entire engine must remain OEM stock unless otherwise specified. GM 602 CT 350 (Sealed Crate) engines allowed. Must clearly display "Crate 602" on either side of the hood.
- d) Only GM motor allowed in GM, Ford in Ford, etc.
- e) No modifications to enhance horsepower.
- f) Air conditioning, alternator, pollution devices, and heater may be removed.
- g) No engine setback allowed. Engine must remain in stock OEM location.
- h) No racing or high performance parts allowed unless specified.
- i) 1½" carburetor adaptor plate may be used.
- j) Distance from intake to base of carb must not exceed 1¾".
- k) One 2-barrel carb only.
- l) Choke may be removed: no other work allowed.

- m) Holley 4412 or 500 CFM carburetors allowed.
- n) Flat top or dished pistons only.
- o) Pistons cannot go past top of block.
- p) Maximum camshaft lift intake/exhaust is 0.450 inches including stock rocker ratio.
- q) Hydraulic cams only.
- r) No roller rocker/lifters.
- s) Aluminum intakes allowed (Do Not Apply to 602 Crate):
 - a. Weiand – GM 7547, Ford 7515-8023-7516, Dodge 8022
 - b. Edelbrock – GM 2701, Ford 7121-7181-7183, Dodge 2176
- t) Cast iron exhaust manifolds or Hooker header part number 7543HKR and 2466HKR is allowed. No stainless, no ceramic, no merge collector, no X-pipes, no 2-into-1, and no heat tape. May remove three-bolt flange. Must have a manufactured muffler and a turn down on each exhaust pipe. Must have a 3" exhaust pipe and must exit from engine compartment and under the car. Minimum of 18" and maximum of 24" length of exhaust pipe including the muffler, pipe and turn down. Length measurement is measured from the weld on the 3" collector from the factory spec header to the end of the completed exhaust pipe.
- u) No center dumps or factory tuned manifold.
- v) No LT1 manifolds.
- w) Stock- type ignition system for that make of car.
- x) No performance ignition parts. Must remain stock for make of engine. Max overbore 0.060. Max 9.5 compression.
- y) Oil pan must have inspection hole that can be accessed and removed at the track.
- z) Cooling System: Belt-drive water pumps only. Any radiator in stock location. Mechanical fans only. No electric cooling fans allowed.
- aa) Small Block Chevrolet: 327ci + must use a cylinder head with a minimum of 72cc, 1-cc tolerance. No centre hole (valve cover) heads (e.g., Vortec).
- bb) Small Block Ford: 351ci+ must use a cylinder head with a minimum of 60cc. 1-cc tolerance. No Boss heads.
- cc) Small Block Chrysler: 360ci + use a cylinder head with a minimum of 72cc, 1-cc tolerance. No magnum heads.
- dd) No Vortec heads allowed except 602 Crate.

Transmission

- a) Stock-type automatic transmissions only: GM with GM; Ford with Ford, Chrysler with Chrysler.
- b) No standard transmissions allowed.
- c) No power glides allowed.
- d) No in-and-out transmissions allowed.
- e) Stock-type torque converters only, with a minimum of 10" in diameter.
- f) Car must be able to idle in gear (1000 RPM or less).
- g) No torque converter lock-ups.
- h) All ranges must work (e.g., Park, Reverse, Drive, 2nd, 1st).
- i) Any size transmission cooler allowed.
- j) Cooler must be mounted away from driver as to not spray on driver if ruptured.

Differential

- a. Stock passenger rear-ends only. GM with GM, Ford with Ford, Chrysler with Chrysler.
- b. No moving mounts to fit.
- c. Differentials may be locked or welded.
- d. OEM for that make of the car.
- e. Any stock gear ratio allowed for make of vehicle.
- f. No traction control devices.

- g. If not a factory/stock part that came with the differential for the make and model of the car
- h. After-market C-clip eliminators are not allowed.
- i. Ford 9" rear axle/rear-end (or any make or model) is allowed.

Drive Shaft

- a. Must be painted white and have a front continuous loop around the drive shaft within 6 inches of the front universal joint.
- b. Loop must be made out of steel at least ¼ inches thick by 2 inches wide.
- c. No chains.

Battery

- a. Mandatory approved shut off/disconnect in reach of the driver.
- b. Battery must be either mounted in front passenger floor area or trunk area in a marine battery case only and securely mounted with a hold-down strap (e.g., seat belt).

Steering Column

- a. Steering column must be collapsible.
- b. After-market steering columns are allowed, but must have a slip-joint or a double U-joint.
- c. No solid shafts allowed.
- d. Quick-disconnect steering wheels are allowed.

Shocks

- a. Only one (1) shock per wheel stock mounted in stock location.
- b. No coil-overs allowed.
- c. No adjustable shocks.

Suspension

- a) OEM upper control arms may be replaced using aftermarket tubular upper A-frame (steel or aluminum cross shaft allowed)

Fuel System

- a. Pump gasoline only; no racing fuel. Maximum 10% ethanol enriched. No nitro, alcohol, or additives allowed.
- b. Fuel cells are mandatory.
- c. Mechanical fuel pumps only, no electric fuel pumps allowed.
- d. Max 3/8th inch steel fuel line recommended inside the car.
- e. No excessive fuel line or size.
- f. No filler spots on fuel tanks.

Brakes

- a. Four wheel working stock OEM brakes are mandatory.
- b. All four must lock up and they will be checked at the track.
- c. No adjustable brake bias valves.

Tires and Rims

- a. Maximum tire size 275-60 series radial tires only.
- b. No off-road, recaps, or snow tires allowed.
- c. Used Hoosier racing tires allowed; can be grooved and siped.

- d. No new tires allowed. DOT – All-season M&S tires allowed.
- e. No M&S truck tires unless all-season radials.
- f. No defacing of any tires.
- g. Tread must measure 7/32 or less in one of the grooves, as marked in the image to the right.
- h. Steel rims only: 8 inches maximum.
- i. Oversized wheel studs and nuts recommended: max 5/8 inch stud.
- j. No rims with bead locks allowed.
- k. One-inch wheel spacers allowed; must have 5/8 wheel studs to use wheel spacers.



Weight Rule

- a. Minimum 3200 pounds with the driver after the race and no allowance for missing body parts.
- b. All cars that cannot meet the 3200 pound rule may add weight mounted anywhere on the car with a minimum ½" diameter bolts.

SUPER TRUCK RULES

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

Chassis and Wheelbase

- a) Any North American car frame with a minimum wheelbase of 108 inches; a 1-inch tolerance will be allowed.
- b) Front stub may not be cut any further forward than the rear lower A-frame mount. Front stub may not be cut off further back than the front bolt of steering box.

Body

- a) Trucks must have complete stock appearing 95 or newer standard cab body, with a stock side window opening.
- b) No flat sides.
- c) Must be centered on front stub.
- d) Back of truck must be closed with a stock appearing after market molded tail section only.
- e) No homemade tail section allowed.
- f) Stock appearing after market molded nose section only; no homemade nose sections allowed.
- g) Maximum body width 82 inches. 2020 or older body kits allowed.
- h) Bodies may intermarriage with frames.
- i) Driver's seat must remain in left side of truck and be securely fastened to frame or roll cage. Must have headrest.
- j) Must have full-length floor pan under driver (20-gauge minimum thickness steel).
- k) Air cleaner may not protrude through hood, no hole for air cleaner allowed.
- l) Must have full stock appearing after market or factory steel roof with all side posts intact, centered on body. No slope.
- m) Rear spoiler allowed. Maximum height/length 5-inches. Maximum 3 panel spoilers allowed. Spoiler panel max. size: 12-inches long, 1.25-inches at front and 5-inches at rear (height). May be adjustable to extend the width of the tailgate maximum 72-inches.
- n) No side window enclosures.
- o) Must have screen or bars in front of driver.
- p) Maximum slope from the back of the hood to the spoiler is 5-inches.
- q) Truck interior must be level with the bottom of window opening. No wedges, foils, rudders, wings or pieces may be added or built that is specifically designed to deflect, trap or form a wind break of any nature on any part of the truck except for the rear spoiler.
- r) Top of truck box area must be closed in. No venting of rear box interior or tail section at any time.
- s) Rock deflector by driver's right hand may not be more than 4-inches high, and cannot extend beyond steering wheel.
- t) Cab must be in stock location for make of truck. A maximum of 76 inches measured from front spindle to back of cab.

Roll Cage

- a) Main cage/door bars must be a minimum of 1.5 O.D. 0.095 wall mild steel tubing.
- b) Door bars are mandatory. It is strongly recommended that 4 door bars are used.

- c) Must consist of continuous hoops, minimum of 1.5" outside diameter, minimum 0.095 wall thickness tubing or a minimum wall thickness 0.062 chromoly tubing.
- d) Must consist of a configuration of front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the SPEEDWAY.
- e) Must be frame mounted in at least 6 places.
- f) Driver's head must not protrude above the cage with a helmet on and strapped in the driver's seat.
- g) Roll cage must be securely supported and braced.
- h) Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval.
- i) No iron pipe allowed.
- j) No brazing or soldering allowed.
- k) Roll cage must have a 3/16" inspection hole in non-critical area.
- l) Side bars must be as parallel with the ground as possible, and location perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into/out of vehicle.
- m) The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed; must be attached to then frame in at least four (4) places.
- n) Must have foot and leg protection.
- o) Door bars must be a minimum O.D. 1.5" and minimum .095 wall thickness mild steel tubing or a minimum wall thickness .062" chrome moly tubing.
- p) A fourth door bar is highly recommended.
- q) A safety vent bar is mandatory on every car. It must run from top door bar to a pillar bar.
- r) A door plate is mandatory on every car.
- s) Door plate must be a minimum 18 gauge steel, must be attached to the outside of the door bars, and must go from top door bar to bottom door bar.
- t) Door plate must run from back of driver's seat to at least five inches in front of driver's seat.
- u) Door plate can be welded or bolted to the outside of the door bars.
- v) Bumper tubing must make a complete loop back to frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails.
- w) If rub bars are used they must be one flat bar flush with body. Max. width 1"x2" rectangular or 1 3/4" round. No sharp ends and parallel to the ground. Acrylic decal saver bars may be used if desired.
- x) Main roll cage must be within the limits of the cab. The roll cage to extend the full height of the cab. Center of front hub to back of main roll cage 76" max.

Front Suspension

- a) All front suspension components must be steel unaltered OEM in OEM location and replaceable by OEM parts. Exceptions include tube type upper A-frames with (or without) cross shaft and mounts can be moved.
- b) After market upper ball joints are allowed.
- c) Weight jack must be in original center line of spring.
- d) Center link brace for steering is not allowed.
- e) Bottom A-frame mounts and bottom A-frame bushings must be in stock location.
- f) Bottom A-frames may not be altered, lightened or moved, and must match side-to-side.
- g) Bottom A-frame bushings must have bolt hole in the center of bushing, not an offset bolt hole.
- h) Stock passenger car spindles only, no fabricated spindles. Ford Pinto spindles are allowed. Three-piece aftermarket GM metric spindles by Speedway Motors (part number 91034501) and Argo AMC Pacer spindle (part number RP929) are allowed. No other fabricated spindles are allowed.
- i) Spindles must match from side to side.
- j) Spindles with bolt-on caliper bracket must have the caliper on the back side of the spindle.
- k) Must use same steering arm side to side.

- l) Lower ball joint may be aftermarket, but must be steel and must remain in stock location plus or minus .25 inches.
- m) Any stock anti-sway bar may be used.
- n) Ball joint end of the bottom A-arm can be removed for rotor clearance.
- o) Ball joint locations must follow ball joint rule.
- p) Welding a steel sleeve in the ball joint hole in the bottom A-frame is allowed.
- q) Bottom ball joints must be mounted with the pin pointed up; top ball joints must be mounted with the pin pointed down.
- r) Stock outer tie rod ends can be replaced with swedge tube w/ heim joints and can be mounted under the steering arm. A spacer is allowed under the steering arm.

Hubs

- a) Stock passenger car hubs only. No fabricated hubs. Inter-marriage between manufacturers is permitted (i.e., Granada hubs on GM frame).
- b) On stock-finned rotors, rotors must remain stock diameter with stock calipers and stock caliper mounts. No lightening or grinding.

Springs

- a) All coil springs whether front or rear suspension must be a minimum outside diameter of 4-1/2 inches.
- b) After market springs allowed.
- c) No progressive or welded springs are allowed.
- d) No spring rubbers are allowed.
- e) Spring wire diameter and coil spread must remain consistent from one end to the other; last coil on each end may be closed and shaved off to create flat surfaces for mounting.
- f) Conventional spring mounting devices only; no widgets, trick or spring-altering mounting devices will be allowed.
- g) No limiting devices are allowed on front suspension components, including but not limited in relation to shocks, springs, upper, or lower A-frames.
- h) The maximum amount of travel limiting material on shock shaft is one half inch.
- i) No fiberglass leaf springs allowed.
- j) Multiple holes allowed on front leaf spring mount.
- k) Sliders allowed in rear leaf spring mounts only.

Rear Suspension

- a) 3-Link Rear suspension: Birdcages must be locked or welded to axle tube, unable to move. Bottom links must be 15 inches minimum length.
- b) Open bar angle. Bars must be mounted off the center of axle tube at six o'clock position under axle tube.
- c) Arms and heim joints must be steel. J-Bar, or panhard bar are allowed, minimum of 19 inches long, measured straight line center-to-center, and must be solid (no springs/bushings).
- d) Coil springs must be steel.
- e) Shocks and coil springs must be mounted in the same position side-to-side, may use coilover eliminator (aka spring slider). Coilover eliminator cannot have Schrader Valve or any other ports. Coilover eliminator cannot have any rod force. Coilover eliminators cannot have packers, bump stops, biscuits, or any other materials on the shaft, and springs are not allowed to have any spring rubbers attached.
- f) No anti-sway bar may be used on the rear.
- g) Springs may also be mounted on axle tubes.
- h) Limiting chains may be used on both sides, but all connections to chassis and rear-end must be "hard" (i.e., No springs, bushings, etc.). Bolts directly connected to limiting chain only.
- i) No 4-link/4-bar suspensions.

- j) Top link (aka 3rd link) may have one single 2.5 inch outside diameter rubber or polyurethane bushing, may be up to 2.5 inches wide, must be round, bushing must be on front or back of solid link. Solid arms with two heim joints are allowed. Top link including heim joints must be steel. Top link must run visually perpendicular to rear-end housing; top link must be straight. No bushing, biscuit or spring type pullbars allowed. No lift arms allowed.

Shocks

- a) One (1) shock per wheel only with a total of 4 shocks per truck.
- b) No internal or external bump stops are allowed.
- c) Front side of shocks can be covered.
- d) Rear shocks must be mounted behind the rear-end.
- e) All shocks must be sealed, steel body shocks.
- f) Rebuildable shocks allowed. No adjustable shocks allowed.
- g) Shocks may be gas pressurized (i.e., Bilstein), but shock gas pressure cannot be adjustable in any way whatsoever.

Brakes

- a) Must have brakes on each wheel, including 4 calipers and 4 rotors (no aluminum calipers).
- b) Must be able to lock up all 4 wheels.
- c) Brake shut-off allowed on right front.
- d) Rear brakes may be drum or disc type, no floating brake caliper mounts allowed.
- e) No carbon fiber brakes.
- f) Steel components only.
- g) Sixteen (16) vane rotors allowed.
- h) Slotted rotors are allowed.
- i) Front and rear rotors must be vented.
- j) Must use steel fasteners.
- k) Rear rotors must weigh a minimum of 6.5 lbs.
- l) No drilled, scalloped, or lightened rotors allowed.
- m) After market pedals with balance bar allowed.
- n) Proportioning valves allowed.

Steering Column

- a) Steering box must be OEM and non-lightened, and must remain in stock location and be mounted in original holes.
- b) In cockpit steering may be modified to suit the driver, but must be kept on the left side of the cockpit.
- c) No center steering.
- d) Solid steel steering joint mandatory in steering shaft.
- e) Boxing in of steering column not allowed.
- f) After market steering reducers/quickeners allowed.
- g) No rack and pinion steering.
- h) Quickened steering boxes allowed.
- i) No lightweight steering boxes.

Tires and Rims

- a) Tires allowed: Hoosier WISSOTA 35W; 8.0/26.5-15 H500; 8.0/27.0-15 H500; 8.0/27.5-15 H500
- b) No defacing or altering of manufacturer identification marks or numbers on the tires.
- c) No softening or treating of tires is allowed.
- d) Siping, grinding, and grooving are allowed.
- e) No tire needling.

- f) Used tires must be used on 3 out of 4 wheels.
- g) 5.2 steel wheels only.
- h) Maximum 8-inch wheels.
- i) Bead locks will be allowed on the right rear wheels only.
- j) Steel bead lock only.
- k) 3/4-inch tolerance will be allowed for bead lock.
- l) If screws are used the wheels may not exceed the 8-inch limit.
- m) No modifications allowed on wheels.
- n) Any hard-surface wheel disc, when used, must be mounted under a bead lock or bolted-on wheel with at least three (3) fasteners (bolts or dzus clips allowed).
- o) Wheel spacer and/or adapter from the rotor to the rim cannot exceed 1-inch total thickness and may be aluminum.
- p) Wheel spacers may not have a diameter greater than 7.25 inches, and they may only be made of aluminum.
- q) No wheel spacers made of other materials, or greater thickness or diameter, may be used.

Drive Train, Transmission, and Clutch

- a) All trucks must have a transmission with working clutch or torque converter
- b) All transmissions with working clutch must be able to shift to forward and reverse with engine running.
- c) No in or out box transmissions are allowed.
- d) All trucks must start without being pushed or pulled onto the race track.
- e) No ball spline type transmission allowed.
- f) All transmissions must use a stock type slip yoke drive shaft.
- g) Drive shafts must be a minimum outside diameter of 2", painted white and constructed of steel.
- h) Quick change transmissions permissible (i.e., Bert, Falcon, Brinn).
- i) Steel explosion proof bellhousing required, 270 degrees (applies only to manual transmissions), no holes allowed above the centerline of the crankshaft, starter must be in stock location.
- j) Flywheel/flexplate (ring gear) must be at least 12 inches in diameter. Flywheel/ flex plate/ring gear must be full center flywheel. No spoke, cut or altered flywheels allowed. No light weight flywheels allowed.
- k) Stock 3 or 2 speed automatic transmissions only with a stock working torque converter (min diameter 10 inches) no lock ups, must be able to idle in gear, all 3 or 2 forward gears and reverse must work.

Rear-End

- a) Any passenger car or truck stock appearance rear-end may be used.
- b) Quick change rear ends are allowed but with steel tubes only. Aluminum spool allowed in quick change only.
- c) No gear changes after the heat race.
- d) All suspension mounts, 3rd link mounts, panhard or j-bar mounts, and all other bolt-ons must be steel.
- e) No weighted rear ends.
- f) Axle tube must be one piece.
- g) The outside diameter of axle tube must not exceed 3 inches.
- h) Axle tube inserts or external sleeves will not be permitted.
- i) Axles tubes must be steel with a maximum thickness of 1/4 inch.
- j) Aluminum center section on quick change rear-end is allowed.
- k) Magnesium rear-end parts of any kind are not permitted.
- l) No lightweight metal rear-ends allowed including aluminum, titanium, magnesium or exotic materials, except aluminum leaf spring blocks, shackles, and aluminum drive plates and dust caps may be used but only on Grand National rear-ends.
- m) Steel rear suspension/trailing arms only.
- n) Axle tubes must be same thickness on both sides of the rear-end.

- o) Gun drilled axles allowed.
- p) Axles must be same diameter side to side.
- q) No limited slip type rear-ends allowed. (Gold Tracker, Detroit Locker, etc.)

Engine

Truck Engine: GM 5.3 Litre LS, Year 2000 and Up

- a) See WISSOTA Pure Stock section in this document for details.

Up to 360 CID and 602 CT

- a) Drivers must select either the Super Truck Stock engine package (rules 8.1.2 thru 8.23) or GM 602 crate engine package.
- b) The SPEEDWAY reserves the right to apply weight/spoiler/restrictor plate/performance handicaps as required to encourage a level playing field amongst both engine packages.
- c) Engine will be mounted no further back than center of number one spark plug hole in line with center lower ball joint [1-inch tolerance].
- d) Intake Manifold: Aluminum intakes unmodified in anyway include: GM-Edelbrock [non-Vortec] 2101, 2975 Wieand 7546 or 7547 Ford [M-351 or O.E.Windsor head] M-424-C358-M 9424-Z351 Edelbrock 2151 [O.E. Windsor head] 2980 or 2981 AMC – Edelbrock 2035 or 2930 Mopar – Edelbrock 2176 or 2915 Stock factory aluminum or cast iron, bowtie allowed.
- e) No sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material of any alteration to the original form on cylinder heads or intake allowed.
- f) Maximum 360 CID. Naturally aspirated factory stock OEM North American motor only. Entire engine must remain OEM stock unless otherwise stated in these rules. No modifications to enhance horsepower. No racing or high-performance parts allowed unless specified. No dome pistons. Stock block may be decked. Pistons may not protrude out of block on top dead center. Must be even or below block on all makes. Flat top or dished pistons only, maximum overbore .060 inches, maximum compression 9.5 to 1
- g) Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-tip rockers allowed. OEM-type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers except hole may be deburred. Guide plates allowed.
- h) No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only. All other makes of engines must be Track Approved before they are allowed to race. No beehive/conical valve springs allowed.
- i) Hydraulic Camshaft and lifters only (Maximum lift .450 intake and .450 exhaust with stock rocker ratio). No mushroom cam or lifters allowed. Lifter bores may be bushed. Lifter size must match block bead used, Lifters must be steel or iron and must be free to rotate. Oil defector is allowed. Roller timing chain allowed.
- j) Factory OEM cast iron heads only for size of motor. Small block Chevy; (327ci plus) must use a cylinder head with a minimum of 72cc with a 1cc tolerance, no vortec heads. Small block Ford; (351ci) must use a cylinder head with a minimum of 60cc with a 1cc tolerance, no boss heads. Small block Chrysler; (340ci plus) must use a cylinder head with a minimum of 72cc with a 1cc tolerance, no magnum heads.
- k) No grinding or polishing of any kind allowed on head and intake manifolds.
- l) Valve seats may be ground no further than 1/4-inch below top of seat. Head may be milled. Push rod holes may be drilled larger. Block may be decked.
- m) Any fan, water pump, or oil pump allowed; any type pulley allowed.
- n) No dry sumps allowed. No gear drives allowed. No oil accumulators.
- o) Any radiator allowed; must remain in approximate stock locations.
- p) Headers allowed. No weed burners. No exhaust in driver's compartment. (NO 180-degree headers allowed.)

- q) Stock-type distributors only. GM, HEI distributor can be interchanged with Ford and Mopar engines. Coil location must match distributor being used. No multiple-spark boxes. No magnetos allowed. No crank trigger ignition. Distributor may be welded.
- r) No aftermarket harmonic balancers allowed. OEM stock balancers only. Balancer may be degreed but must meet size requirements below. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or a small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305-350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inch thick. No fluid balancers. No hubs only – balancer must be two piece.
- s) No titanium parts of any kind allowed.
- t) Minimum 3/4-inch inspection hole inside of oil pan 2-1/2 inches down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector.
- u) Valve timing configuration and firing order must match engine used. Example: Chevy 18436572
- v) No vacuum pump/air pump allowed.
- w) No external engine oil pumps of any kind allowed.
- x) Main girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.
- y) Deburring is allowed on engine blocks, head and intake on the outside machined edges only, not to exceed .040 inches.
- z) GM 602 Sealed Crate Engine: The word "Crate" must be in bold letters on hood, LH driver rock guard, or on left front window post in clear view of officials. See other sections for rules re: carburetor, carburetor spacer rule, and headers.

Aspiration - Fuel

- a) Carburetion will be limited to one (1) stock Holley 500 CFM 2-Barrel; part number 4412, with a 1-11/16-inch maximum throttle bore.
- b) No grinding or polishing of any kind allowed.
- c) All carburetor components must be for a 500 Holley.
- d) No milling or grinding of throttle shaft allowed, shafts must stay round.
- e) The choke and air horn may be removed (this is the only re-working allowed) - must have stock measurements.
- f) Adapter plate – maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and three-eighths (1.38) inches.
- g) Fuel must be pump gasoline only.
- h) Ethanol-enriched gasoline may be used 10% max.
- i) The following is not allowed: race fuel; alcohol; nitrous oxide; nitrol; nitrous devices; methane; proplene oxide; or oxygenated fuels.
- j) Engine mechanical fuel pump only.
- k) No electric fuel pumps allowed.
- l) No belt-driven fuel pumps.
- m) Fuel cell must be located within the vicinity of the box with complete metal fire wall behind driver.

Aluminum

- a) Aluminum or exotic metals are not allowed on the following components: wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shaft, roofs, weight jacks, shocks, suspension heim joints, or trailing arms.
- b) Aluminum components allowed include: leafspring shackles, drive flanges, lowering blocks, shock absorber heims ends, and shafts on upper A-arms.
- c) Aluminum radiators allowed.
- d) Aluminum pulleys, pumps and brackets in engine compartment are allowed.

Transponder

- a) Transponder must not be mounted any further forward than rear of engine midplate.

Weight Rule

- a) Minimum 2800 pounds with the driver after the race and no allowance for missing body parts.

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

5. ARTICLE 5: BODY (Articles 1-4 are Incorporated into the General Rules of this Document)

5.1. See body diagram at end of this section for reference

5.2. 1980 through current-year model American-manufactured stock car bodies (Toyota Camry body is legal).

5.3. Body Panels:

5.3.1. Standard dirt-style bodies are required.

5.3.2. Roof posts/rear sail panels may have a maximum of a two (2) inches outward bow from top to bottom. Roof posts/sail panels may have two (2) inches of maximum height at center and taper down to 0 inches at top and bottom. Front of sail panels/roof posts can go no further forward than the back of driver's seat at shoulder height. Plastic manufactured molded roofs and rear roof posts/sail panels are permitted but must meet the dimensions for roof, rear roof post/sail panels.

5.3.3. Composite Doors and quarter panels are allowed and must be FVMSS approved. EXCEPTION: driver's door must remain aluminum.

5.3.4. Must have a minimum one (1) inch roll at the top of the fenders, doors and quarter panels; a sharp edge will not be allowed. Body roll must go from sides over upper body, and not upper body over sides. A single strip attached to the edge of the body, and riveted, both on the side and the top, will not be allowed. The body line must be a smooth even line from front to rear.

5.3.5. No part of deck lid may extend beyond the quarter panels at the rear. Maximum height of body, fenders, doors, deck lid, etc., at any point, from the ground, shall be forty (40) inches measured at the center of the deck from left to right no tolerance.

5.3.6. Lips are not allowed anywhere on the nose, body or roof.

5.3.7. Wedge-style bodies are not allowed. Roof spoilers and/or wings are not allowed. Bead roll for rigidity is permitted.

5.3.8. Must have a complete body including quarter panels. Leading edge of quarter panels must have same measurement from top to bottom as door panels; however, quarter panel may be tapered toward the rear of the car up to three (3) inches from front to back.

5.4. Nosepiece:

5.4.1. Stock appearing nose must be made of molded-type material. No Carbon Fiber, no steel.

5.4.2. Nose side extensions must be flexible and may not extend outside front tires with wheels straight ahead. Nose side extensions may not flare out or up. Nose sides may not alter the original shape of nosepiece and must be braced with collapsible supports.

5.4.3. Fender flares may not extend up more than four (4) inches above fenders. Maximum width permitted at fender flares is ninety (90) inches. Nosepiece flares must be made of flexible material and may not extend more than four (4) inches past the front tires on either side.

5.4.4. Nosepiece may extend to a maximum of fifty-two (52) inches from center of front hub furthest point forward. Bottom of nosepiece must be mounted parallel to the ground (not tilted back in any way). Tow hooks are recommended.

5.5. Front Fenders and Hood:

- 5.5.1. Front fender and hoods must be level and flat from left side to right side of car, and at least as far back as the engine plate. Fenders may not angle up from rear to front of car. No part of fenders or hood may be lower than the outside bodyline. No Carbon fiber hoods.

5.6. Roof:

- 5.6.1. Roofs must be a minimum of forty-four (44) inches long and forty-eight (48) inches wide. Maximum size of roof may be fifty-four (54) inches long and fifty-two (52) inches wide. Oddly-shaped, partial or tilted roofs are not allowed.
- 5.6.2. Roof must be stock appearing and level with deck lid from side to side at outer edge, and must run parallel to body/outer deck lid edge. Roof posts/supports are mandatory. All posts must go from roof edge to outside edge of body on both sides.
- 5.6.3. Front posts must be flat and the same width from top to bottom, and may be two (2) inches maximum width with a one (1) inch break at top and bottom.
- 5.6.4. Rear roof supports must be of the same size and shape. Lips on rear edge for roof supports are not allowed. If a break is required for roof support, it may be no larger than One (1) inch and must be turned toward the interior of the car. Rear roof supports must be attached to the body and roof at the same point on both sides of the car. Rear roof posts/rear sail panels may have a maximum of two (2) inches outward bow from top to bottom.
- 5.6.5. Lips of any kind on front, rear or sides of roof or roof posts are not allowed. Bead roll is permitted.
- 5.6.6. Maximum of one and one-half (1.5) inches roll turned under is permitted along the front and rear edge of the roof for additional support.
- 5.6.7. Glare-preventing shields may be a maximum of four (4) inches and must be hinged for safety.
- 5.6.8. Window openings in the rear roof supports may be filled with clear Lexan or remain open. Both sides must be the same.

5.7. Doors:

- 5.7.1. Both door sides may be no higher than thirty-eight (38) inches from ground, when measured at the steering wheel, with a maximum length of thirty-five (35) inches including any skirts or extensions.
- 5.7.2. Concave doors are not allowed. Doors may not angle in toward center of chassis at any point.

5.8. Rear Quarter Panels:

- 5.8.1. Tire clearance from doors and quarter panels must be a minimum of two (2) inches. Tire must be fully visible from the side of the car.
- 5.8.2. Offset rear quarter panels front to back are not allowed. Rear quarter panel taper-in must start at center of rear wheel hub.
- 5.8.3. Dishing and/or lips running vertical on rear edges of quarter panel are not allowed. Quarter panel may not angle in toward center of chassis at any point.

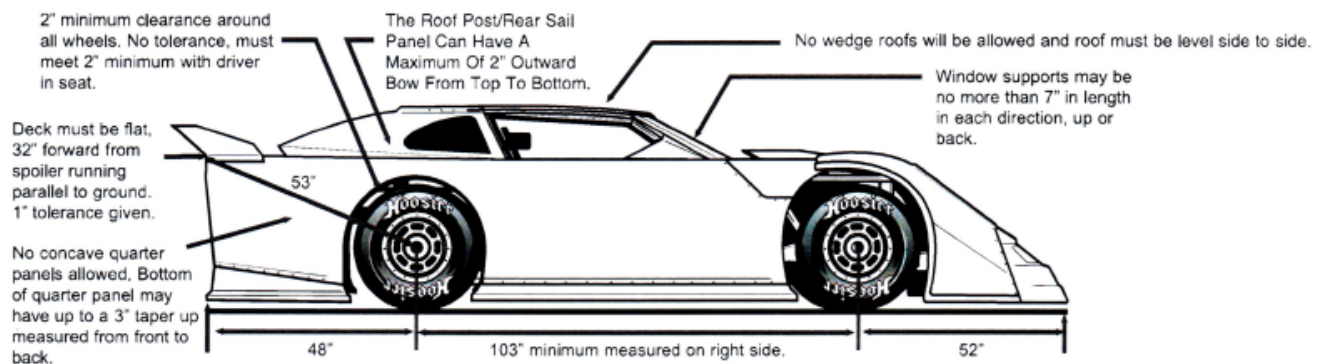
5.9. Spoilers:

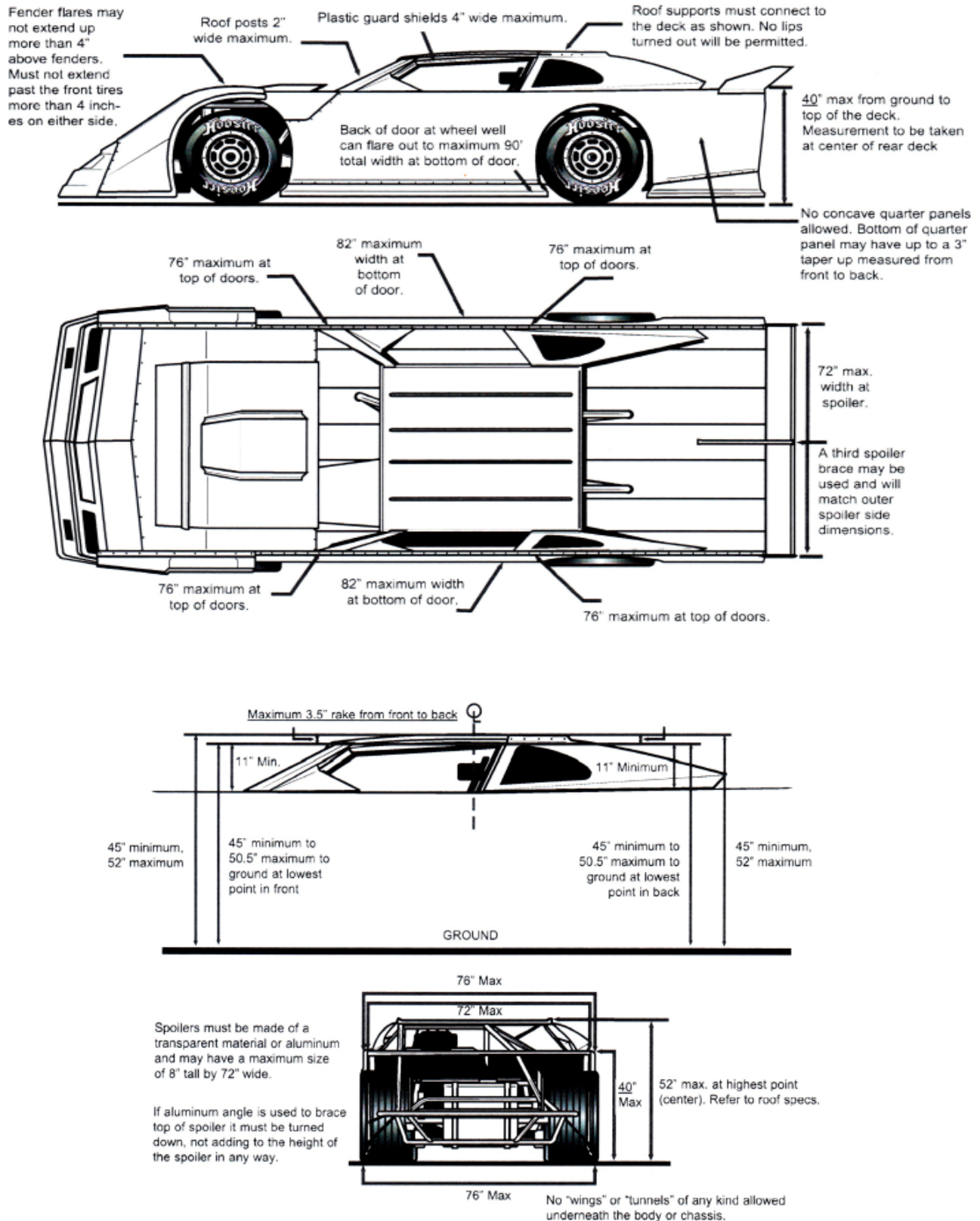
- 5.9.1. Spoilers must be made of aluminum or Lexan and must be securely attached to top edge at rear of deck.
- 5.9.2. Bolt-together spoilers must be assembled so that pieces are at the same angle.
- 5.9.3. Spoilers may have a maximum height of eight (8) and maximum width of seventy-two (72) inches. Spoilers will be measured according to total length and width of material, in any shape. If aluminum angle is used to brace edge of spoiler it may not add to spoiler height or length.
- 5.9.4. Maximum of three (3) spoiler supports are permitted. Spoiler may be hinged to allow for adjustment to angle.

5.10. Interior:

- 5.10.1. Interior body work of the car may be dropped to a maximum of three (3) inches below the top of the doors, and must be a minimum eleven (11) inches below the roll cage.
- 5.10.2. If utilizing a dropped interior, interior panel must fasten flush at the top of the doors and taper gradually toward the center of the car without creating any lips. The minimum taper permitted shall be eight (8) inches.

- 5.10.3.** If utilizing a dropped interior, interior must taper up in a straight line to the quarter-panel height, and be flat and level for a minimum of thirty-two (32) inches to the end of the rear deck lid/quarter panel/spoiler. Dropped interior may begin no further forward than the firewall, which in turn may be no further forward than the engine plate. At the firewall, across the center of the car, the vertical drop to the interior of the car may be a maximum of three (3) inches.
- 5.10.4.** If interior is flat throughout car, it must maintain a minimum clearance of eleven (11) inches from the roll cage to allow for easy exit.
- 5.10.5.** If interior is flat, the panel must run in a straight line from immediately behind the driver's seat to the base of the spoiler/rear of deck lid.
- 5.10.6.** All race cars with interior panels may be no more than three (3) inches in height at any point in the car. The portion of the panel running beside the driver must taper to zero.
- 5.11.** Officials reserve the right, in the public image of the sport, to assign, approve or disapprove any advertising, sponsorship or similar agreement in connection with any event. All cars must be neat appearing and are subject to approval of officials to compete. By competing in an event, all drivers agree to comply with the decisions of officials in this regard.





6. ARTICLE 6: ROLL CAGES

- 6.1. Round steel tubing, seamless roll-over bars are required for the basic roll cage, and must be acceptable to officials. Acceptable tubing is as follows: minimum 1.500" O.D (.095) for mild steel and DOM tubing or (.062)

chrome moly tubing. Aluminum and/or other soft metals are not allowed. Roll bar connections must be properly welded.

- 6.2. Installation and workmanship must be acceptable to officials.
- 6.3. With helmet on and driver securely strapped into the racing seat, top of driver's head must not protrude above the roll cage.
- 6.4. Must have a protective screen or bars in front window opening in front of driver's face.
- 6.5. A minimum of three (3) driver side door bars must be parallel to ground and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting in or out of the racecar. Side bars must be welded to the front and the rear of the roll cage members. Door bars and uprights must be at least one and one-half (1.5) inches in diameter at a minimum of eighty-three one-thousandths (0.083) of an inch thickness and be gusseted in place. The door bars must have four (4) vertical studs per side and must be equally spaced.

7. ARTICLE 7: CHASSIS

- 7.1. Wheel base must be a minimum of 103 inches with no tolerance. Measurement will be taken from the center of the front hub to the center of the rear hub on the right side of the car.
- 7.2. No in-cockpit weight adjustment of any kind. No weight adjustments allowed within driver's reach.

8. ARTICLE 8: COCKPIT

- 8.1. Loose objects and/or weights are not allowed.
- 8.2. Air bags are not allowed.
- 8.3. Rear view mirrors are not allowed.
- 8.4. Floor and firewall must be complete in the driver's compartment. Interior sheet metal cannot be higher than or enclose a standard window opening. Sheet metal in the driver's compartment must be horizontal from the top of the driver shaft tunnel to the right side door bars or angle from the top of the drive shaft tunnel upwards to the top of the right side door bars. Driver must be able to exit the racecar from both sides.
- 8.5. Rack and pinion steering allowed. Rear mounted Power steering pumps allowed.
- 8.6. Quick-release coupling on steering wheel is mandatory. Plastic couplings are not allowed.
- 8.7. Factory-manufactured racing seats are mandatory, and must be acceptable to officials.
- 8.8. Homemade aluminum, plastic or fiberglass seats are not allowed.
- 8.9. High-back aluminum seats only. Full containment racing seats are strongly recommended. Must be properly installed.

9. ARTICLE 9: SUSPENSION

- 9.1. No bumps, or any other device to limit shock travel on the front of the car.
- 9.2. 4-Bar and Z-Link rear suspensions allowed.
- 9.3. One shock per wheel/ one spring per wheel. No progressive springs, standard springs only.
- 9.4. Limited to one spring rubber per spring.
- 9.5. Take up springs allowed.
- 9.6. **Shocks**

9.6.1. STARTING IN 2025

- 9.6.1.1. **Starting July 1, 2025: only the unaltered Afco 13 Series aluminum threaded body OIL shock allowed on the right front. Any standard valving allowed.**
- 9.6.1.2. **Starting September 1, 2025: only the unaltered Afco 13 Series aluminum threaded body OIL shock allowed on the left front and right rear. Any standard valving allowed.**
- 9.6.1.3. **Starting with first race of 2026: only the unaltered Afco 13 series aluminum threaded body**

OIL shock or unaltered Afco 21 series aluminum threaded body GAS shock allowed on left rear. Any standard valving allowed.

- 9.6.2. Integra PT#'s #310 42174-8, #310 42175, #310 42194, #310 42198-2, #310- 42174-12 12
- 9.6.3. Due to supplier shortage these shocks will be allowed-
 - 9.6.3.1. Pro Shock TA 753 or TA750- steel body big tube, no gas for left front, Pro Shock TA 940 or TA 935 for right rear. Left front- Pro Shock TA 7412 or TA7410- steel body big tube, no gas
 - 9.6.3.2. Afco series 14 shock... Afco series 10 shock. Left front- #5 or a #5-3, Right front-#4-14 or a #4-12. Left rear- #8-2. Right rear- #3-5 or #4.
 - 9.6.3.3. Afco 13 series 7" or 9" oil shock allowed. **NO GAS Shocks allowed on the right front, left front, & right rear.** Afco 13 series Coil over kit allowed. Only one shock per wheel. Absolutely no modification to shocks will be allowed. A 13 Series OIL shock or 21 Series GAS shock allowed on left rear only.
- 9.6.4. Left rear shock option: shock must be steel, nonadjustable, no remote or external canister type shock allowed. Shock can have multi-piece steel body-no bulb top allowed. Eyelet must be fixed to body.
- 9.6.5. No Bladder style valves allowed.
- 9.6.6. Shock covers and/or rock deflectors allowed.
- 9.6.7. All shock must extend and compress to the manufacturer specified measurements.
- 9.6.8. Any valving allowed on any shock.
- 9.6.9. Track retains the right to exchange a single shock or all 4 shocks with any driver finishing the feature in the top 5. Track can have exchanged shock/shocks tested to verify legality and return/exchange shock back with driver.
 - 9.6.9.1. Any driver found to have illegal shock/shocks will lose points and winning for that night's events.
 - 9.6.9.2. 2nd offense will result in same as first offense with \$500.00 fine.
 - 9.6.9.3. 3rd offense will result in \$1000.00 fine and loss of all points and winnings and possible suspension.
 - 9.6.9.4. All fines must be paid in full before driver can resume racing at any track associated with the GenX Series.

10. ARTICLE 10: ELECTRICAL SYSTEM

10.1. Battery:

- 10.1.1. Must be securely mounted inside frame rails and covered with a flap over the battery top.
- 10.1.2. One (1) 12-volt or 16 volt battery allowed. No Lithium batteries allowed.
- 10.1.3. Voltage converters are not allowed.
- 10.1.4. All battery posts must be securely covered.

10.2. Ignition:

- 10.2.1. MSD or HEI ignition will be allowed. No magnetos.
- 10.2.2. Only one ignition box allowed.
- 10.2.3. Kill switch required within easy reach of the driver. The switch must be clearly marked "OFF" and "ON". Crank trigger ignitions are not allowed.
- 10.2.4. Digital gauges are not allowed. Digital tachometers are permitted.
- 10.2.5. Wiring elements must be accessible for technical inspection.
- 10.2.6. All cars must have rev limiter to meet 6800 RPM limit rule as specified for engine being utilized. This must be out of reach of the driver but easily accessible for inspection at all times.

11. ARTICLE 11: FUEL SYSTEM

11.1. Fuel:

- 11.1.1. Automotive gasoline with racing gas blend only! No E85 or E98 allowed. No oxygenated fuels allowed.
- 11.1.2. Additives of any kind are not allowed.
- 11.1.3. Penalty for illegal fuel is loss of points, cash and awards earned for that event.
- 11.1.4. Upper cylinder lubricants are not allowed.
- 11.1.5. Electric fuel pumps are not allowed. Belt driven pumps are allowed.
- 11.1.6. Must be naturally aspirated.
- 11.1.7. Fuel injection is not allowed.

11.2. Carburetor:

- 11.2.1. 4 barrel carburetor allowed.
- 11.2.2. One 1" carburetor spacer is permitted with a maximum of 3/8" total gasket material between intake manifold and carburetor.
- 11.2.3. Spacer opening must be perpendicular to the base of the carburetor.

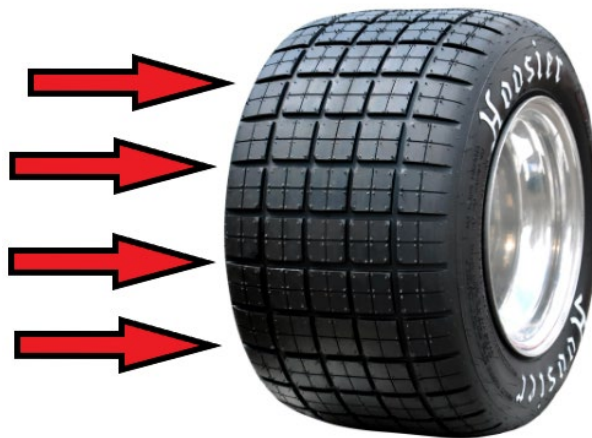
11.3. Fuel Cell:

- 11.3.1. Must be commercially manufactured and must be mounted utilizing at least two (2) steel straps. Straps must be two (2) inches wide at all measuring points.
- 11.3.2. Must be enclosed in a steel container and must be protected in rear of axle by roll cage tubing mounted securely.
- 11.3.3. No part may be lower than protective tubing. Protective tubing must be no wider than six (6) inches on both sides.
- 11.3.4. Fuel cell may be no lower than ten (10) inches from the ground.
- 11.3.5. Must have check valves.
- 11.3.6. A ball-type, flapper or spring or filler rollover valve is mandatory for fuel cells without a positive seal filler neck/cap system.
- 11.3.7. Limited to a maximum capacity of thirty-two (32) gallons.

12. ARTICLE 12: TIRES & WHEELS

12.1. Tires:

- 12.1.1. **Used** Hoosier Late Model tires- 30 or 40, or Hoosier 3 or 4. Tread depth will be 6/32 or more is illegal.
- 12.1.2. Tread depth will be measured at the groove shown below.



- 12.1.3. Siping and/or grooving and/or grinding is allowed on all tires. 70-55 can be new.

12.2. Wheels:

- 12.2.1.** Any approved racing wheel allowed. Rim width must not exceed 14 inches. No knock-off hubs or wheels.
- 12.2.2.** Any hard surface wheel disc when used must be mounted under a bead lock or bolted to wheel by at least three (3) bolts. No other hard surface wheel disc may be used.
- 12.2.3.** Carbon fiber wheels not allowed.
- 12.2.4.** Stickers are not required.
- 12.2.5.** Bleeder Valves are not allowed.

13. ARTICLE 13: BRAKING SYSTEM

- 13.1.** Brakes must be operating during inspection.
- 13.2.** Must have caliper and rotor on all four wheels.
- 13.3.** Brake shut-offs are allowed.
- 13.4.** Front-to-rear brake bias is permitted.
- 13.5.** Brake floaters are allowed.
- 13.6.** Brake lines must be visible.

14. ARTICLE 14: DRIVE TRAIN

- 14.1.** Drive Train- Steel, Aluminum, and carbon Fiber drive shafts are allowed.
- 14.2.** Transmission and working clutch required. Must be able to shift to forward and reverse with engine running. No direct drives allowed.
- 14.3.** Quick change rear ends allowed. No limited slip quick change rearends of any kind.

15. ARTICLE 15: ENGINE

15.1. OPTION #1:

- 15.1.1.** Must utilize soft-touch rev control box with a 6800 RPM Chip. This must be out of reach of the driver, but easily accessible for inspection.
- 15.1.2. 9.5:1 Compression Engine**
 - 15.1.2.1.** All engines used in competition must be able to be used in conventional passenger cars.
 - 15.1.2.2.** No Pontiac, Buick, Oldsmobile, AMC, or other engines allowed.
 - 15.1.2.3.** Castings and fittings must not be changed.
 - 15.1.2.4.** No machine work on outside of engine or on front or rear of cam.
 - 15.1.2.5.** No aftermarket blocks allowed.
 - 15.1.2.6.** No Bowtie, SVO or any special production blocks allowed.
 - 15.1.2.7.** No splayed or aftermarket main caps allowed.
 - 15.1.2.8.** No turning a block that was not produced as a 4 bolt main into a 4 bolt main block.
 - 15.1.2.9.** No grinding or polishing of any kind allowed to the block. The two rear oil return holes in lifter galley can have the flashing ground out of the hole only. Lifter galley vent tubes are not allowed. Grinding for clearance for cam gear is allowed on front of block.
- 15.1.3. Maximum overbore:**
 - 15.1.3.1.** Chevrolet 305, 307, & Ford 302 .060"
 - 15.1.3.2.** Chrysler 318 .040"
 - 15.1.3.3.** Chevrolet 327, 350 .060"
 - 15.1.3.4.** Chrysler 340 .060"
 - 15.1.3.5.** Ford 351's .060"
 - 15.1.3.6.** Chrysler 360 .040"

- 15.1.4.** No Chevrolet 302 engine components allowed
- 15.1.5.** All engines must not exceed 9.5 to 1 compression ratio.
- 15.1.6.** No intermarriage of rods or crankshafts to block allowed.
 - 15.1.6.1.** Example: 305 Chevy must run 305 rods & crankshaft 318 Chrysler must run 318 rods & crankshaft. 350 Chevy must run 350 rods & crankshaft 351C Ford must run 351C rods & crankshaft
- 15.1.7.** Crankshaft must be stock production with I.D. numbers intact or aftermarket crankshaft with approved part number only.
- 15.1.8.** Aftermarket crankshaft and connecting rods allowed are:
 - 15.1.8.1.** Chevrolet:
 - 15.1.8.1.1.** Eagle Rod SIR5700BBLW • Eagle Rod SIR5700BPLW
 - 15.1.8.1.2.** Scat Rod P/N# 35700P • Scat Rod P/N# 25700P, Scat Rod P/N 25700 and Scat Rod P/N 35700
 - 15.1.8.1.3.** Eagle Crank 103503480 • Eagle Crank 103503480CM • Eagle Crank 103523480. Also allowed is: Eagle 435034805700 and Eagle one-piece rear main seal crank 435334805700
 - 15.1.8.1.4.** Scat Crank Short P/N# 910442 • Scat Crank Short P/N# 910526. Also allowed is: Scat 4-350-3480-5700
 - 15.1.8.1.5.** Also allowed is: Manley Crank 190310 and Performance Engine Products crank DG3182D
 - 15.1.8.2.** Ford 302:
 - 15.1.8.2.1.** Eagle Rod SIR5090FB • Eagle Rod SIR5090FP Eagle Crank 103023000
 - 15.1.8.2.2.** Eagle Crank 103023000-50. Also allowed is Eagle 430230015090
 - 15.1.8.3.** Ford 351W:
 - 15.1.8.3.1.** Eagle Rod SIR5956FP • Eagle Rod SIR5956FB
 - 15.1.8.4.** Chrysler 360:
 - 15.1.8.4.1.** Eagle Rod SIR6123CB • Eagle Rod SIR6123CP
 - 15.1.8.4.2.** Eagle Crank 103603580. Also allowed is Eagle 434033106123
 - 15.1.8.5.** Chrysler 318:
 - 15.1.8.5.1.** Eagle Rod SIR6123CB
 - 15.1.8.5.2.** Eagle Crank CRS103403310
- 15.1.9.** If using stock connecting rods and crankshafts, they must be O.E.M. to block.
- 15.1.10.** No lightening, grinding, knife edging or polishing of any type on any connecting rod or crankshaft, whether stock or aftermarket.
- 15.1.11.** Stroke must match block.
- 15.1.12.** No altered cranks.
- 15.1.13.** No lightening, grinding, knife edging or polishing of any type allowed.
- 15.1.14.** Balancing allowed, material removal by drilling only. No heavy metal allowed.
- 15.1.15.** Resizing journals is allowed up to .030 under size.
- 15.1.16.** Balancer:
 - 15.1.16.1.** No fluid balancers allowed (OEM balancers only).
 - 15.1.16.2.** Balancer may be degreed but must meet measurements specified below.
 - 15.1.16.3.** No hubs only allowed.
 - 15.1.16.4.** Chevy: Minimum diameter for 283-307 and small journal 327, 6 1/8 x 3/4 inch thick. Minimum diameter for 305-350 and large journal 327 minimum diameter 6 3/4 x 1 3/16 thick.
 - 15.1.16.5.** Ford: To Come.
 - 15.1.16.6.** Chrysler: To Come
- 15.1.17.** Rod:
 - 15.1.17.1.** GM (OEM) powdered metal rods allowed, must remain 5.7" length.
 - 15.1.17.2.** Aftermarket rods allowed only if using approved part number.

- 15.1.17.3.** Rod length must match block. No grinding, polishing, sanding of rods allowed other than balancing rod ends.
- 15.1.17.4.** Maximum 3/8" bolts. No cap screws allowed on stock rods.
- 15.1.18.** Floating wrist pins allowed
- 15.1.19.** A minimum of 3/4 inch (1" recommended) inspection hole in side of oil pan 2-1/2-inch down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector; if not, the inspector may require removal of oil pan.
- 15.1.20.** Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.
- 15.1.21.** Cylinder Heads:
 - 15.1.21.1.** Must be stock cast iron production or one of the following specified aftermarket cylinder heads:
 - 15.1.21.1.1.** Engine Quest EQ-CH3501 (Chevrolet)
 - 15.1.21.1.2.** Engine Quest EQ-CH318B (Chrysler)
 - 15.1.21.1.3.** Ford World Products Windsor Jr. p/n 5303.
 - 15.1.21.1.4.** 1987-1995 Chevrolet "Swirl port" heads allowed.
 - 15.1.21.1.5.** Ford "302" GTP heads may be used on both the 302 & 351W.
 - 15.1.21.2.** Any evidence of sanding, polishing, relieving, grinding, porting, chemical treatment or addition of material (chemical or otherwise) to the cylinder head ports or combustion chamber will cause the head to be declared illegal.
 - 15.1.21.3.** Cylinder heads with multiple angle valve grinds permitted.
 - 15.1.21.4.** The following heads will NOT be allowed.
 - 15.1.21.4.1.** No angle plug, bowtie, SVO, W-2,
 - 15.1.21.4.2.** Magnum, Vortec or any other aftermarket heads allowed at any time.
 - 15.1.21.4.3.** Some of the Chevrolet casting numbers NOT allowed include: 186, 187, 291, 414, 492, 461, 461X, 462, 432, 040, 041, 370, 10239906, 14011083, 14096217, 1012532, 10208890, or 12554290.
 - 15.1.21.4.4.** No Gen. II heads allowed.
 - 15.1.21.5.** No external sanding, grinding or removal of ID numbers.
 - 15.1.21.6.** Any relief cuts made below the valve seat must be made using a carbide cutter (no stones) and may not exceed more than 1/4-inch below the top of the valve seat.
 - 15.1.21.7.** No porting, polishing, grinding or port matching allowed at any time.
 - 15.1.21.8.** Stock production valve spring diameter only. No bee hive or tapered valve springs allowed.
 - 15.1.21.9.** No dual valve springs allowed on Chevrolet engines.
 - 15.1.21.10.** Screw-in studs & guide plates allowed. Pinning of press in studs allowed. Valley pan allowed.
 - 15.1.21.11.** Rocker Arms:
 - 15.1.21.11.1.** Stock type stamped steel rocker arms.
 - 15.1.21.11.2.** Chevy can run use PEP Rocker Arms-RR350A 1.5 3/8 stud, RR350 BSR 1.5 7/16 stud. Or, Elgin Rockers SSR-840 RS 1.5 3/8 stud, SSR-1840 RS 1.5 7/16 stud.
 - 15.1.21.11.3.** Ford
 - 15.1.21.11.4.** Chrysler
 - 15.1.21.12.** No stud girdles allowed. Maximum valve sizes will not be specified.
 - 15.1.21.12.1.** No polishing, grinding, adding of foreign material or cutting allowed to combustion chamber.
 - 15.1.21.12.2.** Valve sizes cannot be changed. Heads cannot be angle milled.
 - 15.1.21.12.3.** The following valve sizes apply for aftermarket heads:
 - For EQ-CH3501, 1.94 intake valves and 1.50 exhaust.
 - Chrysler engines are allowed to run the Engine Quest head EQ-CH318B with the following

valve sizes: intake valve 1.920" and exhaust valve 1.624" or intake valve 1.94" and exhaust valve 1.60". These are the only valve sizes allowed on this cylinder head. No angle milling allowed.

- Ford engines are allowed to run the Ford World Products Windsor Jr. head, valve size 1.94 intake, 1.60 exhaust, no angle milling allowed.

15.1.22. Intake Manifold:

- 15.1.22.1.** Chevrolet 305, 307 cid: Weiand #7547, 7546 or 7547, or Edelbrock 2701, 5001.
- 15.1.22.2.** Chrysler 318 cid: Edelbrock #5076 or Weiand 7545 aluminum intake allowed.
- 15.1.22.3.** Chevrolet 327, 350, Weiand #7547, #7546, #7547-1-intake only.
- 15.1.22.4.** Chrysler 318-340-360 - #5076 Edelbrock or Weiand #7545
- 15.1.22.5.** Ford Weiand #7515
- 15.1.22.6.** (Note: The marketing division of Holley has replaced the Weiand brand name of some products to Team G. Be certain that you refer to the product number instead. Additional information can be found on the Holley website at www.holley.com.)

15.1.23. Camshaft and Lifters:

- 15.1.23.1.** No roller cams and lifters.
- 15.1.23.2.** No mushroom lifters.
- 15.1.23.3.** No bushing of lifter bores allowed.
- 15.1.23.4.** Lifters must match block being used.
- 15.1.23.5.** No gear drives allowed.
- 15.1.23.6.** No coating, painting or any other work to inside of intake manifolds, heads and block lifter galley allowed.
- 15.1.23.7.** Must be made of magnetic material and be free to rotate.
- 15.1.23.8.** Maximum of three lifter bores may be bushed.

15.1.24. Flat top or dished pistons only; no domed pistons.

15.1.25. No Dry Sump systems allowed, no external oil engine pumps allowed on any engine option.

15.1.26. Steel head motor setback 29.5" from the center of bottom ball joint to front of engine plate/engine bellhousing flange. Aluminum head motors 25.5"

15.2. OPTION #2

15.2.1. Must utilize soft-touch rev control box with a 6800 RPM Chip. This must be out of reach of the driver, but easily accessible for inspection.

15.2.2. Unsealed 604 Crate

- 15.2.2.1.** Bore 3.991"-4.060" block casting-no 10243880.
- 15.2.2.2.** Deck height 9.025"+/- .001"
- 15.2.2.3.** Crankshaft forged steel P.N. 14088532
- 15.2.2.4.** Piston-flat top, 4 reliefs, 533 grams,
- 15.2.2.5.** Connecting rod 5.7 length. 604.15 grams
- 15.2.2.6.** Rod upper end 180.3, rod lower end 424.1 grams
- 15.2.2.7.** Camshaft: hydraulic roller cam lift .474/.510 at valve. Duration at .50 208/221 cam lobe centerline 112 degrees
- 15.2.2.8.** Roller rocker 1.5 ratio,
- 15.2.2.9.** Cylinder head casting #12367712, valve size 2.00/1.55. Combustion chamber ccs 62, intake port ccs 205, exhaust port ccs 77, compression ratio 10.5, no tolerances.
- 15.2.2.10.** All crate specs have to meet all configurations and factory specs.

15.3. OPTION #3

15.3.1. "Wisota Super Stock" style engine **This engine package will not be allowed in 2026**

- 15.3.1.1.** No high-performance parts. Aftermarket crankshaft and connecting rods allowed are:
- 15.3.1.1.1.** Chevrolet: Eagle Rod SIR5700BBLW • Eagle Rod SIR5700BPLW Scat Rod P/N# 35700P • Scat Rod P/N# 25700P • Scat Rod P/N 25700 and Scat Rod P/N 35700Eagle Crank 103503480 • Eagle Crank 103503480CM • Eagle Crank 103523480 Scat Crank Short P/N# 910442 • Scat Crank Short P/N# 910526
 - 15.3.1.1.2.** Ford 302: Eagle Rod SIR5090FB • Eagle Rod SIR5090FP Eagle Crank 103023000 • Eagle Crank 103023000-50
 - 15.3.1.1.3.** Ford 351W: Eagle Rod SIR5956FP • Eagle Rod SIR5956FB
 - 15.3.1.1.4.** Chrysler 360: Eagle Rod SIR6123CB • Eagle Rod SIR6123CP Eagle Crank 103603580
 - 15.3.1.1.5.** Chrysler 318: Eagle Rod SIR6123CB Eagle Crank CRS103403310
 - 15.3.1.1.6.** If using stock connecting rods and crankshafts, they must be O.E.M. to block. No lightening, grinding, knife edging or polishing of any type on any connecting rod or crankshaft, no coating of any crankshaft or rods, whether stock or aftermarket. No marine parts. Absolutely no strokers. Balancing is allowed. No rod cap screws allowed on stock rods. Wrist pins may float. Journals may be resized .030 max.
- 15.3.1.2.** Maximum cubic inch – Chevrolet 360.4 c.i.d, Ford 362 c.i.d. and 360 Chrysler engine will be permitted a maximum displacement of 367 c.i.d.
- 15.3.1.3.** Maximum overbore – 360 Chrysler will be 0.40. Ford, Chevrolet, and 340 Chrysler will be 0.60.
- 15.3.1.4.** Stock cast iron 2 or 4 barrel intake manifolds only. No aftermarket, marine or propane intake manifolds. No fuel injected intake manifolds. Absolutely no reworked intake manifolds including No coating, painting, grinding, port matching, polishing or acid porting work on the inside of the intake manifold. A maximum of 2 external cooling lines from the back of the intake manifold running along the top side of the valve covers and entering the thermostat housing or spacer is allowed. Cooling lines cannot go to the water pump, side of the block or any other part of the assembly. Surge tank hose can enter into water pump. Surge tank cannot hold more than one half gallon of coolant and must be located in engine compartment.
- 15.3.1.5.** No aluminum heads, intake manifolds or blocks allowed. No Bowtie or SVO blocks, cylinder heads or intake manifolds allowed.
- 15.3.1.6.** No other aftermarket blocks, heads or intake manifolds allowed unless allowed by a specific rule outlined in this rule book. Grinding in the lifter gallery is allowed. No splayed main caps or aftermarket main caps allowed. Lifter galley vent tubes are not allowed.
- 15.3.1.7.** Any flat-top pistons allowed. No dome pistons. Stock block may be decked. Pistons may not protrude out of block on top dead center. Must be even or below deck on all engine makes.
- 15.3.1.8.** Stock bore and stroke.
- 15.3.1.9.** Rods must match block. Chevy rod length 5.7, Ford Cleveland rod length 5.78, Ford Windsor rod length 5.965, Chrysler 318-340 and 360 must use 6.123 length rods. GM (OEM) powered metal rods allowed, must be 5.7 in length.
- 15.3.1.10.** G.M. may use any production head with a maximum intake valve diameter of 1.94; maximum exhaust valve diameter will be 1.60. No angle-plug heads allowed on Chevrolet. The only aftermarket heads allowed on G.M. are the World Products S/R, no. 4351, 4361; 1.94 intake and 1.50 exhaust, the Dart SS#10024361 with 1.94 intake and 1.50 exhaust, and the Engine Quest EQ-CH3501, 1.94 intake valves and 1.50 exhaust. Valve sizes cannot be changed. No "bowtie" or Vortec heads allowed. Vortec cast no. 10239906. Other casting numbers not allowed are 14011083 and 14096217, 10239906, 1012532, 10208890 and 12554290. No magnum head. Chrysler may use a 340 head on a 360 block. No W-2 heads allowed on Chrysler. Chrysler aftermarket EQ-CH318B with valve size 1.920 intake and 1.624 exhaust or 1.94 intake and 1.60 exhaust is allowed. For Ford, Windsor heads must match a Windsor block and Cleveland heads must match the Cleveland block. The only GT40 head castings allowed are FIZEAA and F3ZEAA. No A.R.D. heads allowed. The only aftermarket head allowed for Ford is the World Products Windsor Jr., part no. 5303, with 1.94 intake and 1.60 exhaust [casting no.

- 1-056].Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-tip rockers allowed. O.E.M.-type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers except oil hole may be deburred. Rocker arm oil sprayers are not allowed. Guide plates are allowed. No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only.
- 15.3.1.11.** Any flat tappet cam allowed. No mushroom cam or lifters allowed. Lifter bores may be bushed. Lifter size must match block bead used. Lifters must be steel or iron and must be free to rotate. Oil deflector is allowed.
 - 15.3.1.12.** No grinding or polishing of any kind allowed on heads and intake manifolds. Valve seats may be ground no further than 1/4-inch below top of seat. Head may be milled.
 - 15.3.1.13.** Push rod holes may be opened up. Block may be decked.
 - 15.3.1.14.** Any fan, water pump, or oil pump allowed; any type pulley allowed.
 - 15.3.1.15.** No dry sumps allowed. No gear drives allowed. No oil accumulators.
 - 15.3.1.16.** No after-market harmonic balancers allowed. O.E.M. stock balancers only. Balancer may be degreed but must meet size requirements below. No modifications of any kind allowed. No 283, 307 or 327 balancers allowed on any engine other than a 283, 307 or a small journal 327. Minimum size 283-307 and small journal 327 is 6-1/8 by 3/4 inch thick. 305-350 and large journal 327 minimum size is 6-3/4 by 1-3/16 inches thick. No fluid balancers. No hubs only - balancer must be two piece.
 - 15.3.1.17.** No titanium parts or exotic materials of any kind allowed.
 - 15.3.1.18.** Minimum 3/4-inch inspection hole in side of oil pan 2-1/2 inches down from pan rail in line with a journal. Inspection hole must be easily accessible to inspector.
 - 15.3.1.19.** Valve timing configuration and firing order must match engine used. Example: Chevy 18436572.
 - 15.3.1.20.** No vacuum pump/air pump allowed.
 - 15.3.1.21.** Floating wrist pins are allowed.
 - 15.3.1.22.** No bee hive-conical type valve springs allowed. No dual valve springs allowed on Chevrolet engines.
 - 15.3.1.23.** Main girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.
 - 15.3.1.24.** Deburring is allowed on engine blocks, heads and intake on the outside machined edges only, not to exceed .040 inches.
 - 15.3.1.25.** You are allowed to clearance front of block under timing cover for timing chain clearance.
 - 15.3.1.26.** All heads, including stock and aftermarket heads in all options, can have guide plates installed. Push tube area of heads can be opened up. Valve guide seals can be installed. You are allowed to replace valve guides but must follow stock geometry. Can use valve spring buckets/valve spring locators. Valve spring shims are allowed. Heads can be milled according to class rules and specific milling rules.
 - 15.3.1.27.** Carburetor: must use stock 4412 carburetor body only. Adjustable/changeable air bleeds are allowed. No aftermarket or billet metering blocks allowed. No floatless carburetors allowed. Carburetor must be mounted with float bowl facing forward. Carburetion will be limited to one (1) stock Holley 500 CFM 2-barrel, part number 4412, with a 1-11/16-inch maximum throttle bore. No grinding or polishing of any kind allowed. All carburetor components MUST be for a 500 Holley. No milling or grinding of throttle shaft allowed; shaft must stay round. Addition of foreign material to the carburetor is not allowed for any reason. Examples include but are not limited to glue, epoxy, silicone, etc. Linkage may be welded to the end of the throttle shaft. The choke and air horn may be removed: this is the ONLY re-working allowed; must have stock measurements. Adapter plate: maximum thickness between carburetor and intake manifold with gaskets and adapter will be one- and-three-eighths (1-3/8) inches.
 - 15.3.1.28.** No devices can be added to the inside of the intake to increase or redirect the airflow

15.4. OPTION #4

- 15.4.1.** Must utilize soft-touch rev control box with a 6800 RPM Chip. This must be out of reach of the driver, but easily accessible for inspection.
- 15.4.2. Ford Crate**
 - 15.4.2.1.** Hp9009 or hp9008 head or the ford crate head, no port work no cutting / grinding below seat. valve spring 130# at seat
 - 15.4.2.2.** Block can be bored to .040 over
 - 15.4.2.3.** Pistons weight and ring pac has to be the same as crate pistons 411/132 grams no custom pistons
 - 15.4.2.4.** Same cam specs as crate .528 intake and exhaust duration at .050 is 226
 - 15.4.2.5.** No porting on intake 2921 Edelbrock (this is the same intake Ford puts there # on for the crate.)
 - 15.4.2.6.** Stock block or aftermarket block ok no lightening, recommended running main girdle with stock block.
 - 15.4.2.7.** Steel oil pan same configuration as crate
 - 15.4.2.8.** Cast iron Oil pump in pan 3.4 stroke
 - 15.4.2.9.** Crankshaft no less 46#
 - 15.4.2.10.** 5.4 rods no less than 600 grams
 - 15.4.2.11.** No shaft rockers no stud girdles, same as crate but can be aftermarket
 - 15.4.2.12.** Timing chain no belt drive
 - 15.4.2.13.** No titanium parts in/on motor

15.5. OPTION #5 Package Added by Victory Lane Speedway

15.5.1. Truck Engine: GM 5.3 Litre LS, Year 2000 and Up

- 15.5.1.1.** Factory GM aluminum or iron-production engine block ONLY (Maximum overbore +.060).
- 15.5.1.2.** Factory GM style replacement pistons ONLY (1.5mm/1.5mm/3.0mm rings).
- 15.5.1.3.** Factory GM crankshafts must remain 3.622" stroke with no modifications allowed.
- 15.5.1.4.** Factory GM connecting rods only, must remain 6.098" length.
- 15.5.1.5.** Balancing of rotating assembly is permitted.
- 15.5.1.6.** 5.3 GM stock cylinder heads. 1.89 intake valve, 1.55 exhaust valve, stock length, stock stem 0.313". No rectangular port heads allowed.
- 15.5.1.7.** No porting, polishing or angle milling allowed.
- 15.5.1.8.** Factory rocker arms ONLY. Rocker arm trunnions can be upgraded.
- 15.5.1.9.** Up to 562 cam shaft lift allowed.
- 15.5.1.10.** ONLY single beehive valve springs permitted. Must use factory GM valve spring retainers and locks.
- 15.5.1.11.** Ignition control MSD 6014CT box with stock GM truck coils.
- 15.5.1.12.** Edelbrock RPM intake part #71187. Performance World 650021 LS1 dual plane carbureted intake manifold. No porting or polishing allowed.
- 15.5.1.13.** Any Holley 4-barrel carburetor.

15.6. OPTION #6 Package Added by Victory Lane Speedway

15.6.1. WISSOTA Late Model Sealed Crate Engine - GM CT525

- 15.6.1.1.** Rule package for the WISSOTA Late Model with the addition of a Wehrs Restrictor Plate (Details to follow after dyno testing) and using the shock package as outlined in this document.

15.7. Headers, Radiator, Exhausts

- 15.7.1.** Engines overflow tubes must be directed toward the ground and inside the frame rails.

- 15.7.2.** Radiators must be mounted in front of the engine.
- 15.7.3.** Exhaust & Mufflers: 1 Round tube headers only. Tri-Y headers are not allowed. All primary tubes must enter one collector at the same point. Stainless steel headers allowed. Step headers allowed.
- 15.7.4.** Exhaust system and/or mufflers must be mounted in such a way as to direct spent gases away from the cockpit and away from areas of possible fuel spillage.
- 15.7.5.** Mufflers may be required at track's discretion.
- 15.7.6.** Exhaust sensors, merge collectors, dividing collectors and/or extension cones are not allowed. Collector extension or muffler and turn down may not exceed twenty-four (24) inches.
- 15.7.7.** Zoomies, Crossovers and/or 180's are not allowed.

16. ARTICLE 16: WEIGHT

- 16.1.** The overall weight of the racecar shall be measured at the conclusion of an event with the driver in the cockpit, wearing complete racing apparel. 2300 lbs.
- 16.2.** Ballast:
 - 16.2.1.** May not be mounted in cockpit, or outside of body or hood area.
 - 16.2.2.** Must be securely mounted, painted white and clearly marked with the car number.
 - 16.2.3.** Must be attached with at least two (2) one-half (0.5) inch bolts.
 - 16.2.4.** May not be attached to rear bumper.

MID-CANADA A MODIFIED RULES

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

Frame

- a) OEM perimeter frame, 1964 or newer, or approved replacement frame.
- b) Minimum wheelbase 107", maximum 112". Frame height 4"–7.5" from ground.

Roll Cage

- a) Continuous hoops, 1.75" O.D. tubing, 0.095" wall thickness. Frame-mounted in at least six places.
- b) Chrome-moly tubing permitted if wall thickness meets or exceeds baseline spec.
- c) Additional halo bar above driver's head strongly recommended.

Door Bars

- a) Minimum three driver-side door bars, parallel to ground. Steel door plate required on driver side.

Body

- a) Composite quarter panels permitted if meet FMVSS302 burn rating.
- b) Roof must be fiberglass or aluminum, full size.

Driver Compartment

- a) Minimum three windshield bars in front of driver.
- b) Aluminum high-back seat only, bolted in.

Front Suspension

- a) All components must be steel, unaltered OEM, in OEM location.
- b) Tube-type upper A-frames allowed; stamped steel OEM replacement lower A-frames allowed.
- c) No sway bar.

Steering

- a) No rack and pinion.
- b) All components must be steel, unaltered OEM, in OEM location.

Shocks

- a) One steel, non-adjustable, unaltered shock per wheel.
- b) Threaded body shocks permitted on rear only.

Springs

- a) One steel, non-progressive closed-end coil spring (Progressive springs permitted on rear only).

- b) Minimum 4.5" O.D., non-tapered springs.

Rear Suspension

- a) All components must be steel.
- b) No independent rear suspension.
- c) Lift bar permitted if mounted solid at front and uses approved biscuit or spring assembly.

Rear End

- a) Any steel approved OEM passenger car or truck rear end allowed.
- b) Quick change allowed with 10" ring gear.
- c) Cambered rear ends permitted up to 1° total.

Bumpers

- a) Steel bumpers required front and rear. Rear bumper must be capped.
- b) Front bumper may extend up to 2" beyond frame horns for added nose protection.

Tires/Wheels

- a) Hoosier G60-15 or American Racer KK704 permitted.
- b) No chemical softening.

Brakes

- a) Steel approved OEM, operative four-wheel brakes required.

Exhaust

- a) Round tube headers only.
- b) Schoenfeld mufflers required unless track mandates others OR Any brand muffler allowed if meets 98 dB at 100 feet.

Fuel System

- a) Racing fuel cell required, max 32 gallons.
- b) One naturally aspirated carburetor only.

Fuel

- a) Gasoline, racing fuel, or 99.9% pure methanol allowed. No additives.

Weight

- a) Minimum 2,450 lbs after race with driver.

Battery/Starter

- a) One 12-volt battery only. Car must start under its own power.
- b) No lithium batteries permitted.

Gauges/Electronics

- a) Digital tachometers permitted.

Transmission/Driveshaft

- a) Must have at least two forward gears and one reverse.
- b) Ball-spline transmissions permitted if OEM-style case.

Engine Compartment

- a) Rear of engine must be at least 72" forward from rear axle centerline.
- b) Engine setback up to 74" permitted for cars built before 2020.

Engine Specifications

- a) Cars must display engine option on driver's side front roof post: crate, spec, or claim.
- b) *Spec engine compression ratio up to 9.5:1 permitted.*

Cylinder Heads

- a) External coolant and oil drain-back lines allowed.
- b) EQ CH350I or DART 91624360 allowed. Must remain as produced; no changes to seat angles or valve sizes.
- c) Three-angle valve job allowed.
- d) Guide plates, screw-in shouldered studs (0.375"), polylocks, stud-mounted full roller rockers allowed
- e) Beehive valve springs (GM 12713265 or Melling VS2254), max 100 lbs seat pressure allowed.
- f) 5/16" pushrods, magnetic steel retainers allowed.
- g) No porting, polishing, or unapproved alterations (flat milling allowed).

Spec Engine Requirements

- a) "Spec" must be visibly labeled on hood, scoop, or window posts.
- b) 350–361 c.i. (Steel crankshaft, 3.48" stroke; OEM or OEM-style steel rods).
- c) Cast iron blocks only; aluminum heads allowed.
- d) No porting, polishing, grinding, or adding material (combustion chamber may be polished).
- e) Roller cams/rockers, competition valve jobs (with depth limits), headers allowed.
- f) Wet sump; one oil return line; no dry sump, vacuum, or air pumps.
- g) No exotic materials except valves/retainers.
- h) Intake height max 7.25" (including spacers/gaskets).
- i) GM HEI distributor allowed; no magnetos.
- j) Max RPM 8,500 via chip or dial; driver cannot adjust while racing.

Concept Engine

- a) Cast iron block, 362 c.i. max, 14:1 compression, steel oil pan, aluminum intake.
- b) Brodix spec heads allowed; ports as cast, minor milling only; valve guides unaltered.
- c) Stud-mounted rockers (1.6 max), steel valve retainers, cast iron flat tappet cam, timing chain only.
- d) Max RPM 7,800.

GM 604 Sealed Crate Engine

- a) "Crate" visibly labeled.
- b) Four-barrel carb, 2" max spacer, headers allowed.
- c) Max RPM 6,800.

MID-CANADA B MODIFIED RULES

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

Safety Equipment

- a) Roll Cage: Minimum 1.666" O.D. tubing, .095 wall OR 1.75" O.D., .095 wall. Frame-mounted in at least 6 places. Driver's head must remain inside cage with helmet on. Foot protection bar required.
- b) Door Bars: Minimum three driver-side bars, 1.5" O.D., .083 wall. Passenger side: at least one bar.
- c) Door Plate: 18-gauge steel, welded/bolted outside driver's door bars, full coverage.
- d) Window: Minimum 3 windshield bars. Window opening at least 12". Driver-side window net required.

Frame/Chassis

- a) OEM full frame required. 1960+ American passenger car parallel frames or 1964+ OEM perimeter or AFco Chevelle replacement.
- b) Wheelbase: Minimum 107" – 112".
- c) Maximum width: 78" tread-to-tread.
- d) Ground clearance: Minimum 4" - 7.5".
- e) Frame modifications: Minor notching for steering/radiator clearance allowed. Rear frame may be replaced with 2x3" tubing. No FWD, AWD, or sports car frames.

Body

- a) Roof: Full-size fiberglass, aluminum, or steel. Must match OEM rake/profile. No dished roofs.
- b) Spoiler: Max 5".
- c) Nose: Composite/plastic allowed. Nose must remain within bumper width.
- d) Sail Panels: Solid or open. Symmetrical side-to-side.
- e) Window Openings: Minimum 12" vertical/horizontal.
- f) Floor Pan: Minimum 20 gauge steel or .125" aluminum.

Suspension & Steering

- a) Front Suspension: OEM steel only. Tube upper A-frames allowed. OEM ball joints in stock location.
- b) Rear Suspension: Three-link permitted. 15" – 19" bar length. Leaf spring or OEM rear suspension alternatives permitted.
- c) Coil Springs: Steel only, 4.5" OD. Fronts: 9.5" free height. Rears: 11–16".
- d) Shocks: One per wheel, steel, non-adjustable.
- e) Steering: OEM box only, no rack and pinion.

Tires & Wheels

- a) Tires: Hoosier 35W OR Hoosier G60-15. No softening, chemical treating, or recaps.
- b) Wheels: Steel only. Max 8" - 8.75". Beadlock allowed RR/RF. Wheel spacers: Aluminum 1" max allowed.

Drivetrain & Brakes

- a) Transmissions: OEM auto/manual. Automatic: scatter shield required. Manual: OEM 3–4 speed with steel bellhousing.
- b) Driveshaft: Steel, painted white, 2" min diameter. Driveshaft loop required.
- c) Rear End: Quick-change with steel tubes allowed.
- d) Brakes: Four-wheel mandatory. OEM single piston calipers only or OEM steel brakes, vented rotors.

Engine

Options:

- a) 9.5:1 compression limit. Approved cranks/rods (Eagle, Scat, Manley). EQ/World heads. Hydraulic cam only. Fuel: Gasoline or Ethanol (E-98 max). Carb: Holley 4412 500cfm 2bbl. Concept 350 engine allowed.
- b) GM 602 sealed crate (must display emblem, MSD 6200 rpm chip) OR Claim engine (max GM 361ci, Ford 363ci, Chrysler 370ci, 9.0:1 compression). Approved EQ/DART/World heads. Gasoline only, no E85. Carb: Holley 4412 500cfm (claim) OR Holley 4bbl (crate). Rev limiter mandatory (6600 claim, 6200 crate).

Fuel & Exhaust

- a) Fuel Cell: Steel container 20 gauge min. Protective tubing required. Fuel cell must be between rear tires, ahead of bumper.
- b) Fuel Type: Gasoline or ethanol up to E-98.
- c) Carburetor: Holley 4412 500cfm or Holley 4bbl.
- d) Exhaust: Headers allowed. Any aftermarket headers or round tube headers.

Weight

- a) Minimum 2500 lbs after race with driver.

4-Cylinder Rules

This class is also required to comply with all rules and procedures in this document including:

[Section 1: General Rules](#)

[Section 2: General Policies](#)

[Section 3: Minimum Specifications](#)

[Section 4: Point System](#)

[Section 5: Engine Protest Rule](#)

[Section 6: Engine Pumping Rule](#)

The 4-cylinder race car class is intended to be an entry level or hobby racing class. These rules have been written to: (1) promote participant and track official safety; (2) to establish minimum acceptable requirements; (3) to keep costs under control; and (4) to ensure each driver has a fair and competitive chance.

Aside from safety items and emission control items, all aspects of the car are to remain factory stock in function and appearance. Any changes to a car not explicitly listed below must be approved by the SPEEDWAY.

Cars

- a) The car can be any naturally aspirated passenger car that is at least 5 years old.
- b) Front wheel drive (FWD) or rear wheel drive (RWD).
- c) Automatic or manual transmission.
- d) Cars not allowed include: 4x4s, convertibles, rotary motor vehicles (e.g., Mazda RX7).
- e) All vehicle and component identification numbers (i.e., VIN, motor, trans, etc.) must remain intact and unaltered.
- f) The car must have a wheelbase of 105 inches or less (measured at the SPEEDWAY).
- g) The combined factory horsepower and torque rating is not to exceed 290 for FWD or 300 for RWD (i.e., 145hp/145tq or any combination not to exceed a combined total of 290).

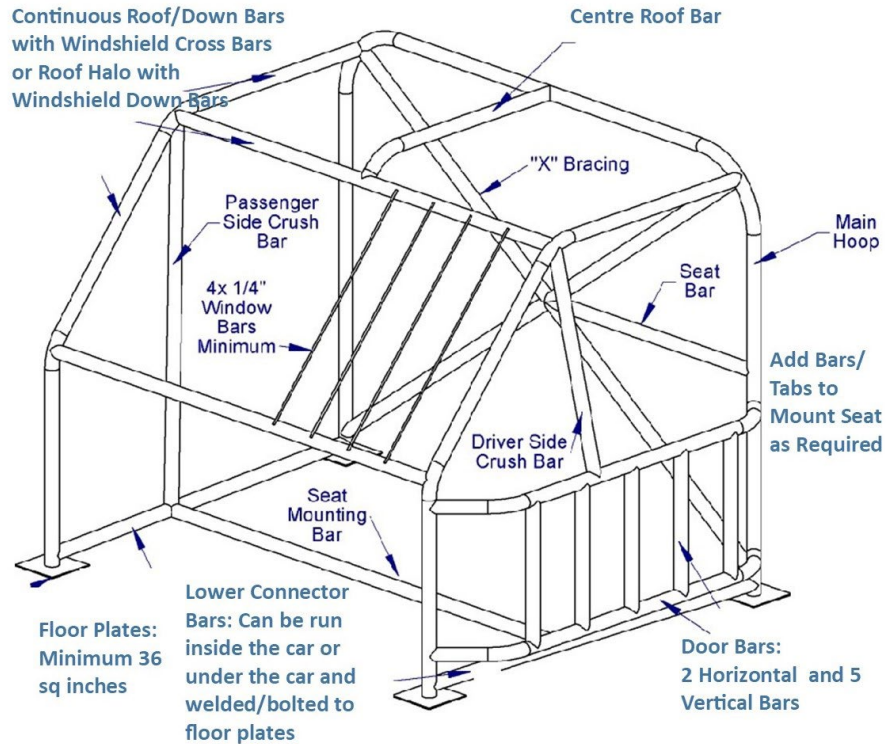
Maintenance/Repair

- a) Interchange of parts between same make, model, and generation is allowed. "Generation" refers to the same make and model manufactured for a period of time between major styling or mechanical changes to the car.
- b) Interchange of parts between different sub-models (i.e., LX, LS, GT, SE) of the same generation and same make and model is allowed, with the exception that it does not violate any of the other rules described herein.

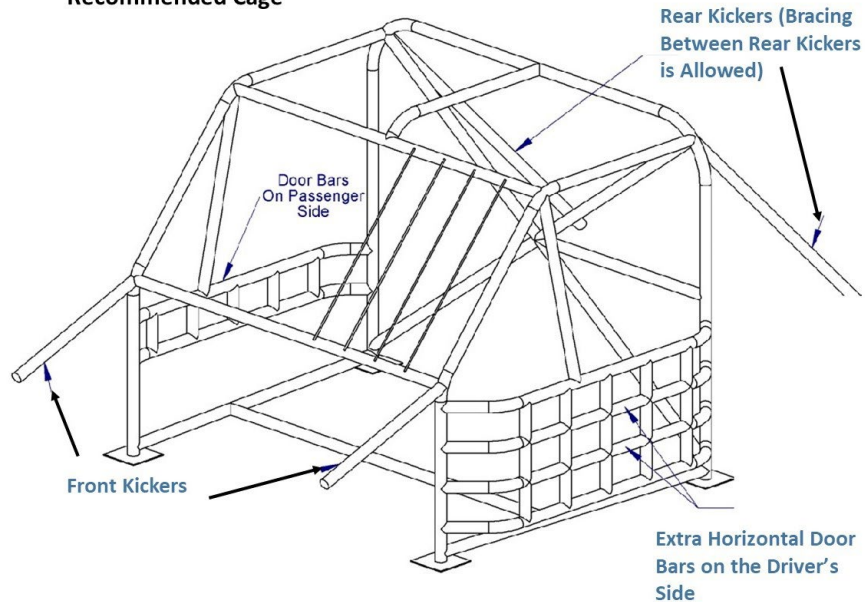
Examples: Swapping a 1.8L DOHC engine (or parts from the engine) from a 1992 Escort GT into a 1994 Escort LX that originally came with a 1.9L SOHC engine is allowed because the Escort GT engine falls below the class combined horsepower and torque limit and they are the same make, model, and generation. Swapping a Dodge Neon SRT-4 engine (or parts from the engine) into a Dodge Neon SE model is not allowed, the SRT-4 model is not allowed to race in the class because it is above the combined horsepower and torque limit. Swapping a 2003 (third generation) Chevrolet Cavalier 2.2L Ecotec engine (or parts from the engine) into a 1990 Chevrolet Cavalier (second generation) is not allowed, the motor is allowed per the class horsepower and torque limit, but they are two different generations of the same car. This applies to swapping all other components/parts as well. The intent of the parts interchange rule is to allow for budget friendly repair and maintenance of the race car with readily available parts, not to enhance horsepower through parts swapping with different sub-models or reduce power-to-weight ratios using different car generations.

Roll Cage

Minimum Cage Requirement



Recommended Cage



- Minimum requirement for entire cage 1.500" (1-1/2") diameter x 0.095" wall thickness structural tubing (DOM or HREW). 1.625" or 1.750" Diameter x .095" wall DOM recommended.
- No black pipe.
- Floor plates: Minimum of 4 floor plates, each a minimum 0.125" thick and 36 square inches, welded or bolted through the floor or rear seat riser, or 2" square tubing welded to rocker panels/structural components.

- d) Cage must be tied into floor plates.
- e) Main hoop must be one continuous hoop behind the driver, from the left side of the driver seat floor, up to the roof, across the top, and back down on the right side of the passenger seat.
- f) The main hoop must be higher than the driver's helmet when sitting in the seat.
- g) The main hoop requires an x-brace. One bar from the top left to the bottom right, and one bar from the top right to the bottom left.
- h) Roof/down bars must include two bars running from the top of the main hoop, extending forward roughly horizontally along the roof, then down following the windshield pillar slope, then roughly vertically to the floor.
- i) One center roof bar is also required from the top center of the main hoop to the center of the top windshield cross bar.
- j) Windshield Cross Bars; one horizontal bar at the top of the windshield connecting to the roof/down bars on each side, and one horizontal bar at the bottom of the windshield connecting to the roof/down bars on each side.
- k) Heavy gauge screen or a minimum four ¼" bars in front of driver (from top to bottom of windshield opening).
- l) A minimum of two horizontal door bars on the driver side, 12" apart, with five vertical connector bars between them equally spaced along the length. Three or four horizontal door bars on the drivers side and more vertical connector bars recommended. Door bars not required on passenger side but recommended.

Crush Bars

- a) Driver side crush bar to run vertically from roof/down bar near the windshield to top horizontal door bar. Same on passenger side (if door bars are present on passenger side).
- b) If no door bars are present on the passenger side, run the crush bar from the roof/down bar near the windshield to the front passenger floor plate or lower bar.

Seat Mount

- a) Seat structure and mounts must tie into the roll cage, not the car body.

Subframe

- a) Subframe connectors may be run under the car and welded/bolted to the floor plates, or inside the car near the floor between the main hoop and front down bar.
- b) Reasonable bracing outside the driver's compartment for safety and frame rigidity allowed, but must be inspected and approved by the SPEEDWAY.
- c) No bull bars.

Kickers

- a) Front kicker bars cannot go past the radiator cradle.
- b) Front kickers can tie into front strut towers.
- c) Rear kickers can only extend 6" past rear strut towers to allow for a crush zone.
- d) Kicker bars are optional but recommended.

Bracing

- a) Bars or x-bracing is allowed between rear strut towers (no front strut tower cross bracing is allowed).
- b) Additional roll cage bars/bracing are allowed.

Cage Swap

- a) If a cage is being swapped to a different car, it is not recommended to cut the roof to do so.
- b) The preferred method would be with internal slip sleeves inside roll cage tubing and have cage seams re-welded.
- c) Inspection holes required.
- d) If cutting the roof, seams require reinforcement and tech approval prior to racing.

Scrub Rails

- a) No bars shall extend outside of body panel including the grille and bumper, with the exception of side scrub rails.
- b) Scrub rails cannot extend any further forward than the rear of the front wheel opening, and no further rearward than the front of the rear wheel opening.
- c) Bars must be tight to the body and can not have any sharp edges. Maximum 1"x 2" welded or bolted to the roll cage.
- d) If bolting on scrub rails, use carriage bolts (chrome bumper type, rounded heads), or if using hex head bolts, recess them to the inner face of the scrub rail.
- e) V type Lexan scrub rails preferred.

Race Seat

- a) Race seat must be mounted to the roll cage with minimum 4x 3/8" bolts.
- b) Minimum of two bolts in the lower seat mounts and two bolts mounted to the main roll cage hoop back bar.
- c) Window net and 5-point racing harness must be secured to the roll cage only and not the car body.

Body/Interior

- a) Vehicle ID number (VIN) must remain in at least one stock location & will be used to determine stock OEM parts.
- b) All upholstery, carpet, glass, emblems, air bags, and plastic trim must be removed.
- c) Dash may remain or aftermarket gauges may be used.
- d) Only one aftermarket tachometer, oil pressure, and water temperature gauge(s) will be permitted. Tach must read accurate and have factory red line clearly marked - will be tested against factory specs.
- e) No removal (gutting) of metal is allowed of any kind, except for the interior door structure to fit the roll cage door bars (factory door plate must remain).
- f) No aluminum or lightened body panels (homemade or aftermarket) allowed.
- g) Doors are to be welded shut.
- h) Trunks and hatches need to be secured (weld, chain, bolt, or hood pins).
- i) Hoods are to be secured with hood pins.
- j) Hoods require a 10" hole above the engine in case of an engine fire.
- k) Cover any holes in the front and rear firewalls and floor.
- l) Bumper covers are to be OEM stock, or similar in appearance to stock, and must be on the car at the start of the race.
- m) Bumpers may be repaired with no greater than 3" x 3" x .125" wall square tube and need to fit completely under the bumper cover with no sharp edges.
- n) Enlarging or pounding out fenders to allow for larger tires is allowed.
- o) Driver side and passenger side door plates allowed. Must extend 6" past the door in either direction and be bolted through in at least 4 spots (one on fender, two on door, one on rear door or quarter panel) with ½" hardware. Hardware should not protrude any more than necessary. No grader blades.

Engine

- a) Top of engine to bottom of oil pan, must be stock for year, make, and model of car and engine.
- b) Must be able to show tech official the engine and head casting numbers to verify that the engine/head combinations are stock for your application.
- c) OEM STOCK 4cyl or 3cyl engines only, specific to the make, model, and generation of car used, and at least 5 years old.
- d) Carburation or fuel injection is okay. SOHC or DOHC is okay. Must be below maximum horsepower/torque limit.

- e) On cars equipped with a timing BELT, either one 2" diameter hole between cam gears or two 3/4" holes off center to gears must be cut in the timing belt cover to allow for cam gear inspection. Holes may have plugs or covers, but must be able to remove without tools for inspection.
- f) On cars with a timing CHAIN a hole is NOT required, but the cam/valve cover or timing cover MUST be removable for inspection when requested by tech.
- g) No aftermarket performance parts, modified parts, or otherwise enhanced parts (i.e., head studs, non-OEM spec cams, or other valve train parts,
- h) No cam modification/grinding, head work to improve performance, non-OEM spec pistons, etc.
- i) No interchange of parts with models or trim levels that exceed the class combined maximum horsepower and torque rating.
- j) No rotary engines, turbos, or superchargers (engine must be naturally aspirated).
- k) Stock compression rule on all engines. Motor compression must be within 20 psi of factory spec.
- l) Removal of air conditioning system and power steering system is okay.
- m) Aftermarket radiators/fans are okay but must be mounted in the OEM location and of similar dimensional size.

Computer

- a) Engine management computer must remain OEM stock and be the only direct source of engine control.
- b) No computer chips or program alterations (i.e., increasing rev limiter, altering air/fuel ratio, etc.).
- c) No standalone aftermarket engine control units or piggyback control units.
- d) The vehicle computer (ECU) must be mounted in a visible location providing ease of inspection.
- e) OBD II equipped cars must have a functioning diagnostics port accessible to tech officials at all times.
- f) Computer must be stock with no modifications, no tuning, removing, or modifying of rev limiter, etc.
- g) ECM can be claimed by the track at any time.
- h) If ECM is modified, reprogrammed or claim refused car/driver will be disqualified and loss of points for that event.

Drivetrain

- a) OEM STOCK drivetrain only, specific to the make, model, and generation of car used, and at least 5 years old.
- b) No aftermarket performance parts, modified parts, or otherwise enhanced parts (ie: aluminum flywheels, performance clutches, etc.).
- c) No gutting of transmission internals allowed (must function in all gears). Min 3/4" inspection hole required for tech to scope flywheel/clutch.
- d) Locked/welded differentials are permitted.
- e) Solid engine and transmission mounts will be permitted.
- f) No brake bias or proportioning valves allowed.
- g) All four wheels must lock up.
- h) Larger wheel studs and/or wheel bearings/hubs on right side of car may be allowed in certain instances for safety reasons.

Chassis/Suspension

- a) OEM STOCK suspension only, specific to the make, model, and generation of car used, and at least 5 years old.
- b) No aftermarket performance parts, modified parts, or otherwise enhanced parts (i.e., lightened components).
- c) Aftermarket bushings allowed, but must be a direct replacement for stock bushings. Must not alter stock suspension geometry.
- d) Battery must be secure. No bungee cords or ratchet straps. Battery may be relocated or remain in OEM position. If it is relocated, it must be mounted securely in an enclosed battery box.
- e) Stock fuel tank is okay (factory fuel cut-off switch must remain and be functional).
- f) Aftermarket racing fuel cells are allowed.

- g) Aftermarket racing fuel cell must be secured with approved tank straps and completely closed off from the driver compartment with a firewall.
- h) Fuel line running through car must be steel, maximum 3/8" diameter.
- i) Aftermarket electric fuel pumps are allowed (not to exceed factory fuel pump flow rate).
- j) Aftermarket pump must have a clearly marked shutoff switch within the drivers reach while strapped in.
- k) Pump gas only, maximum 93 octane (no E85, no race gas, no methanol, no alcohol, no fuel additives, etc.)

Emissions

- a) Removal of emission control components is allowed (air pump, EGR, etc.).
- b) Factory header (any trim level) or aftermarket headers allowed.
- c) Removal of factory exhaust system (catalytic converter, muffler, etc.) is allowed.
- d) Exhaust must be directed under car (no open headers), maximum 3" diameter.
- e) Stock throttle body must remain unaltered.
- f) Air intake system can be stock or replaced with an aftermarket tube and cone filter.
- g) Stock MAF sensor must be used as close as possible to stock location.
- h) Aftermarket air filter needs to be in the stock air filter location.

Tires

- a) D.O.T approved passenger car tires or non-D.O.T. racing tires allowed.
- b) M&S and winter only rating acceptable, but no aggressive mud/truck tires.
- c) Racing tires must be a "hard" compound (no "soft" or "medium" compound tires).
- d) Known approved race tires: Hoosier Stockers P/N 36975 & 36980.
- e) Maximum 8" tread width (street or race tires) as measured at the track (at the base of the tread pattern), any aspect ratio (sidewall height), any rim size.
- f) OEM style steel or aluminum rims only (no steel or aluminum racing rims, no bead locks).
- g) No altering of tires (i.e., softening), no grooving, no siping, no narrowing the tread width, etc.
- h) Tire grinding is allowed, but no alteration to the profile (tread must remain flat – no cambering of tires).
- i) Minimum tire pressure on right side of car must be 30 PSI before the race starts for D.O.T street tires, and minimum 25 PSI for race tires.
- j) Wheel spacers are allowed, maximum 1" thick.

Miscellaneous

- a) A repair/maintenance manual for the year, make, and model of your car is mandatory in your car (Chilton, Hayes, etc., are acceptable) or in your pits, but must be at the track on race day.