



St. Francois County Raceway

2023

Rule Book

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RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein is designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. These are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviations from these rules are left to the discretion of the on-track officials. **THEIR DECISION IS FINAL!!**

ABSOLUTELY NO ONE under the age of 18 (eighteen) years of age will be allowed in the pit area without the written consent of a parent/guardian and they **MUST HAVE A PAID PIT PASS.**

Track Admission:

Grandstands - Adults \$10.00—Kids 12 & Under are Free

Pit Pass—Adults \$30.00 — Kids ages 4 to 12 are \$15.00.

Pit Pass armbands must be worn by kids and adults all night and must be on the person signed in. If you are caught without an armband you will be removed and charged with a fine of \$200. If you are caught sharing an armband, both individuals will be fined and removed. The 2nd time you are caught you will not be allowed in the pit area again. Drivers who are caught in this offense will be charged the fine and will forfeit all points and pay for the night. All fines must be paid before being eligible to return to the track.

ABSOLUTELY NO REFUNDS WILL BE ISSUED.

St. Francois County Raceway warns everyone racing is dangerous. You could be injured or killed, even though we carry insurance – Participate at your own risk!

Any Specifications/Rules not outlined in this rule book, whose legality is questionable, will be considered illegal until approved by track officials.

REMEMBER, RACING IS FUN!!!!

GENERAL TRACK RULES

1. **ALL RULES ARE ENFORCED BY TRACK OFFICIALS. THEIR DECISIONS ARE FINAL AND WILL NOT BE CHANGED BY THE PROMOTER!!!!** If drivers have a concern they need to work with the officials (see rule #5).
2. Promoters reserve the right to refuse business with anyone at any time that they see fit.
3. St. Francois County Raceway does not permit the use of Live streaming, Live video taping, or Live videos for Social Media during the race night. This is prohibited by the contracts with our vendors which provides an option for fans to view the race live.
4. Any incident or occurrences not covered in these rules will be ruled upon by the track officials after all races are finished.
5. If you have a problem or you think something is not right, you need to go to an official **calmly** and see what can be worked out to solve the problem. It takes the drivers, fans, pit crews, & family to make a great track work.
6. If at any time your manners of dress, appearance or conduct are deemed by the track officials or promoter to be not in the best interest of racing, you may be ejected from the premises.
7. Any driver leaving their car for any reason, not safety related, during a yellow flag will be out for the rest of the race. Any driver leaving their vehicle to argue with official on or off the track can be barred for (2) two race nights. Decision will be made by officials.
8. Drivers are responsible for their pit crew.
9. Any threatening (verbal or physical) from the driver, crew member or fan toward any other driver, track official or fan will be escorted from the premises immediately. Any physical contact from the driver, crew member or fan toward any other driver or track official will be suspended for 2 weeks or indefinitely. Second offense and you are out the rest of the year.
10. Only track officials are allowed at the tower. Any racers or spectators arguing with or threatening the Tower workers will be removed.
11. If any driver gets into a fight at our Annual Race Banquet, they will not be allowed to race for the first two (2) races of the next season.

12. St. Francois County raceway assumes no responsibility for damage to or loss of your equipment, vehicles, or any parts whatsoever. Only personal vehicles hooked to a race trailer are allowed in the pit area without a permit.
13. One ATV is accepted for each race car, anyone speeding through pit area will lose ATV privileges for the year. **NO JOY RIDING IN THE PIT AREA, ESPECIALLY KIDS. All ATV's must have a permit.**
14. The management reserves the right to change the race program or rules at any time to improve the racing program.
15. If we get rained out or any other uncontrollable occurrences happens (electric outage, fire, etc.) in the middle of the race program and all heat races are complete, then it is considered a full night. Any feature payouts related to such events will be at the discretion of the promoters and will be divided evenly among the A-Main starting field within each class.
16. Pill draw for all classes will be from 4:00 -5:15 pm. If you are not there by 5:15 pm to draw your pill you will be put on the back of the heat. If you are running late, you can call the track and they will draw a pill for you. Track phone is (573) 756-9248.
17. Driver form must be completed and turned in during registration/pill draw. Checks will be held until a completed driver form is turned in. (NO EXCEPTIONS)
18. Courtesy Rule: Any car from another track with minor rule differences may at official's discretion, race on that night but will be notified of any modifications and will have to be legal on the next visit to the track.
19. A driver can't race the same car in two different classes except W.A.R. events. Sprint cars pulling double duty at W.A.R. events must pay double entry fees (double arm bands).
20. **There will be a DRIVERS MEETING every week at 5:30 pm in front of the Pit Concession Stand.** Drivers need to attend and stand near the front so they can hear the person that is providing information.
21. **RACECEIVERS ARE MANDATORY IN ALL CLASSES!**
22. **Transponders are mandatory in all classes and must be mounted on the right rear axle tube for all classes except Sprint cars (right rear above the torsion bars on the frame where the bumper mounts for Sprints).**
23. NO signaling devices (directional or glow sticks) of any kind allowed. Will result in disqualification!
24. NO ONE IS ALLOWED ON THE TRACK DURING RACE SESSIONS EXCEPT TRACK OFFICIALS and those with THE PROPER TRACK CREDINTALS. NO EXCEPTIONS!!!! Anyone caught on the track during race sessions could result in removal from the pit area.
25. Lineups will be posted. It is the driver's responsibility to be lined up in their proper position.
26. Should a driver not show for a heat race, lineups will be bumped straight up in that line. Feature lineups will be re-crossed to reflect qualifying positions until 1 full lap has been completed. Line ups will be bumped straight up in that line for any feature restart after the 1st completed lap.
27. All cars will stage on the hill behind turn #4. All cars must be staged for heat races within 3 minutes and staged for the feature within 10 minutes, time will start when the green flag is displayed at the start of the preceding race. If you are not in your car and in staging by the end of the time limit, you will start at the rear of the field.
28. **We will not wait on anyone to get on the track.** If you come on the track and don't attempt to line up in your position, officials will assume you want to start at the rear if you haven't already let officials know before race.
29. Cars not taking green flag to start the race will not be allowed on the track.
30. **There is a (30) minute time limit for the feature race in each class. Red Flag conditions will not count against time limit. After the time limit expires the next flag that comes out (checkered or yellow) will complete the race.**
31. If a competitor makes the original call, pulls out on the track to start the feature, and is able to complete one (1) green flag lap they will be paid points and money accordingly.
32. Race **STARTS** will begin in the "box" which is indicated by white lines/ cones coming out of turn 4. Cars must stay side by side until the pole setter/race leader has passed the starting line.
 - a. Initial start: If either car on the front row starts before the starting line, there will be a complete re-start. If the front row jumps a 2nd time, they will be moved back a row and one more attempt will be made to start the race.
 - b. After 1 lap has been completed and we have a designated leader: if either car on the front row jumps the start twice that car will be moved to the back of the field that is in the lead lap. That line will advance forward to replace the position.
33. At the start of the race, and **all re-starts you must maintain a CONSISTENT SPEED, with no brake checking/dragging the brake and be Nose-to-tail. Starts will take place within the "box" (cones/lines).**
 - a. Any car out of line, passing before designated area, or jumping ahead before the green is displayed, will be penalized one (1) spot for each spot gained. Assessed at the end of the race, or the next caution whichever comes first.
 - b. Any car deliberately dragging the brakes or causing a false start can be sent to the back of the field that is on the lead lap or black flagged. STRICKLEY ENFORCED.
34. Once a race has completed one (1) full lap and a caution occurs, double file restart will occur, and **leader** gets their choice of inside or outside spot.
35. Any restart in a feature race with less than 5 laps remaining will start single file.

36. If you are involved in a wreck you must stay with your car to help. If you leave your car, it will be taken to the infield and left until it is convenient to get car back to the pit area.
37. Anyone changing cars or drivers from heat to feature race will start on the rear of the field. Both the car and driver must be a qualified for that night's feature. If it is not a qualified car/driver then you must run the semi. Anyone changing must notify officials or they will be disqualified.
38. **Cautions:**
 - a. No one is allowed on the track during a caution!
 - b. When a caution occurs on the track, all drivers will slow down and remain in position.
 - c. If a driver will not get in position/stay in position under caution, the car will be sent to the rear of the field at the official's decision.
 - d. When a caution occurs all lap cars will be put to the back in all classes. A car going to the rear for causing a caution may be realigned ahead of a slow/laps down competitor.
 - e. If you stop under caution at an official to argue about your line up, you will be put to the rear of the field.
 - f. If you stop under caution for a safety issue, you will be able to maintain your spot.
39. **Cars judged by officials to have intentionally caused a yellow flag will be sent to the back of the field. The other car(s) involved will get their spots back. i.e. Causing a caution because you got a bad start or intentionally causing an accident.**
40. If we must stop the race due to a car malfunction issue you will be charged with a caution and must restart at the rear of the field. If you stop under a yellow for a car malfunction issue you will not be charged with a caution.
41. Cars **involved in a wreck (making contact) that causes a yellow/red** will be put in the rear and the car responsible will be charged with a yellow.
42. If a car stops to avoid a spinning car or wreck and does not make contact, they will get their spot back.
43. Any driver receiving two (2) yellows, reds, or combination of them will be required to leave the race.
44. **Red Flags:**
 - a. No one is allowed on the track except track officials and emergency crews.
 - b. After emergency crews have stopped moving and have assessed the situation, track officials will allow a total of two (2) people from each vehicle in the accident to go on the track to check on their driver. Track officials will let the two (2) members of the crew/family know when they can go on the track. Anyone going out on the track before approval from officials is given will be removed for the night. This is only a safety/sanity check and no work can be performed unless it is an open Red.
 - c. No one can touch or work on a car at any time, unless an open red occurs. Wait for pit steward to give the okay to go on track.
 - d. Any crew found on the track or making changes to a vehicle during a closed red will receive a black flag for that race.
45. All red flag lineups will go to the last completed green flag lap.
46. Anyone leaving the track for any reason and returning to the track in that race must go to the rear of the field.
47. All classes may go off the track on a yellow caution and red flag to change a flat tire or make repair in the designated location and may return on the track before the green flag is dropped. If a tire is changed on the track the car will be disqualified.
 - a. **The work area for all cars will be on the orange concrete pad by the exit of turn #3. YOU MUST EXIT IN TURN #3 AND GO STRAIGHT TO THE WORK AREA.**
 - b. **The work area for all cars will be by the scales and must exit turn 1 and go straight to work area.**
 - c. **YOU CAN'T GO TO YOUR TRAILER FIRST.** Car must return on track before green flag is dropped again, we will not wait on any driver.
48. Any car going to the work area will be given 3 minutes to return to the track, **only on the first lap of any race.** After the completion of lap one, courtesy laps will only be given until lineup is correct. That car can remain in staging as they will be allowed to join the back of the field should the field not make one completed green flag lap. You must change a flat tire at the designated work area.
49. First offense for aggressive driving you will be charged with a yellow and sent to the rear. Second offense for aggressive driving you will be charged with a black flag and you and the car are done for that race and the driver will lose all points and money.
50. For over aggressive driving you will be black flagged, and you and car are done for the night and will not receive any points or money. Call will be determined by track official on over aggressive driving.
51. Any driver slamming into another car during a yellow flag or after the race will be disqualified for that race and will not receive any point or money for that race.
52. Black flags will be given for retaliation, rough driving, or un-sportsman like conduct.

53. **Race is complete when the leader receives the “Checkered Flag” at the start line. If a wreck occurs on the last lap, you will be scored as you cross the finish line.** If a wreck occurs on the last lap and before the leader takes the checkered flag, then it will go back to green, white, checkered.
54. **The leader plus any three (3) cars must cross the finish line for that lap to be considered complete. When a caution occurs, the cars will be lined back up according to the last completed lap.**
55. Top 3 cars in each heat, semi and dashes must weigh after each race. Top 5 in feature must weigh after the feature race; go directly to scales after your race if you pass up scales you will lose points & money for that race. Sprints are exempt from this rule.
56. Cars will periodically be inspected for technical compliance after a race. Drivers will be notified as they scale and will be instructed to pull to the inspection area.
57. If you do not weigh after the heat/feature, everyone after that spot will be moved up a position.
58. **NO ONE IS ALLOWED ON THE TRACK AFTER THE RACE PROGRAM IS COMPLETE. NO EXCEPTIONS!**
59. Points will be given for the heat, dash, and feature in each class.
60. Any points race ending in a tie will be determined by the most feature wins. If neither driver has a feature win then it calculated by the most 2nd place finishes, then 3rd place finishes and so on.
61. All Points go to the driver (Not the car). If you are driving for someone else, you **MUST** tell the officials at the pill draw window & the pit steward, if not you will not receive any money or points. New paperwork must be completed before a check can be released at the end of the night.
62. If the last points night is rained out, it will not be re-scheduled.
63. Drivers may pick up their winnings starting after the Sprint Feature and until 15 minutes after the last race is completed.
64. You **MUST** sign a receipt for points and money at pay window. If any driver or crew member argues or uses foul language with the workers at the window your money and points will be held till track promoter talks with you.
65. **All checks must be picked up within 30 days or they will be voided. All checks are VOID AFTER 90 DAYS.**
66. **Any lost check that has to be reprinted will have \$35.00 withheld from the amount to cover stop payments.**
67. **Pad rental is due by February 1st of each year. If not paid in full by February 1st, the spot will go to the next person in line.**

PROTEST RULES

1. Cars running in a restricted class should be fully prepared for inspection at any time by track officials.
2. All cars **MUST** pass a technical inspection. You must be a participating driver or registered car owner of a car participating in the race program **THAT** night to submit a protest. Any protest for legality of a vehicle **MUST** be made to your pit steward within 15 minutes after the respective feature race is completed. All protests **MUST** be specific and in writing as to what is to be checked. Cars protested will be checked at a cost designated by the protest man. The driver/owner must have the correct amount of cash in his possession. This cash money will be held by the protest man until the determination as to legality is made. If the car is found to be illegal, the money will be refunded. If the car is found to be legal the protested car owner will receive the money.
3. Minimum of \$20.00 cost for a protest is required for a visual inspection, \$100.00 for inspection of engine.
4. If you are protested & do not tear down, you will be considered illegal disqualified for that race event.

Illegal cars will forfeit monies won and will be assessed a fine as follows:

First violation: \$50.00 fine.

Second violation: \$100.00 fine.

Third violation: may result in suspension from our track for the balance of the season

All fines will be carried over to the next season if not paid. Only cars which finish on the same lap of the feature race will be allowed to protest. The race team protesting will be allowed the driver and one member of its crew. The race team that is being protested will be allowed the driver, the owner and up to two crew members. Only those people and track officials will be allowed. All final results of protest will be announced that night and next night of racing. The protest car must be torn down on that race night.

TRACTION CONTROL PROTEST

- Any car or driver can be protested upon completion of any race and up to 10 minutes after the A-Main of the class being protested.
- Only a driver or a car owner can protest a car in the class they are participating in. **NO EXCEPTIONS**
- Protest fee will be \$500 to protest complete car. Not just one particular piece or part. Traction Control Only.
- The whole car is subject to inspection or confiscation to be checked for traction control.
 - Example: tach, ignition box, distributor or Mag, Drive Line, Rear end, etc.

- Any refusal of inspection or confiscation will be the same as admitting guilt.
- If you are caught with any kind of traction control, there will be a (2) year suspension from that date and a \$10,000 fine for reinstatement fee. This fine will have to be paid to be allowed to return to competition.

SAFETY RULES

1. **There will be no drinking of alcoholic beverages in the pit area before or during the race night.** Anyone deemed under the influence of alcohol and/or a controlled substance, or having either in their possession, will be immediately suspended. In the event of a violation of a controlled substance, the proper authorities will be notified. Management can check any car or driver at any time that it deems necessary for an act that is not in the best interest or considered detrimental to the sport of auto racing.
2. All drivers in all classes must wear a full fire suit and approved helmet (full face helmets only!!!!!! no open face helmets) and an approved 3-inch restraint system, which must no older than 3 years from the date of manufacture. Fire retardant gloves, shoes, socks, underwear and neck braces are highly recommended.
3. All cars must be equipped with approved fuel cells.
4. A minimum size of 16-inch numbers must be on each side of the car.
5. No two-way radios allowed in the pits or in cars.
6. **ALL CARS MUST HAVE A WINDOW NET OR USE ARM RESTRAINTS** and at least 3 vertical bars in front of the driver.
7. **WE STRONGLY URGE YOU TO WEAR NECK RESTRAINTS FOR YOUR SAFETY.**
8. Cars may be inspected by track officials at any time.
9. Speed limit anywhere in the pits is IDEL SPEED only, for RACE CARS and ATV's.
10. No one is allowed to argue or discuss any item with track officials while a race is in progress. Abusive or improper language by anyone will not be tolerated. Any type of physical assault by anyone may result in arrest by a county deputy.
11. All weight must be painted white, have a car number on them, and bolted with 2 (two) 1/2" bolts. Fine for added weight falling off is \$25.00.
12. No rearview mirrors will be allowed.
13. All cars must have a front and rear bumper at a reasonable height for pushing and must have a chain or steel loop device attached to the center of the chassis on the front and rear to provide wrecker hook-up.

FLAGS

- Green flag and light means racing.
- Yellow flag means caution, slow down immediately and maintain position.
- Red flag means all cars must stop immediately. All cars go to the top of the track and stop. Anyone going to the pits during red flags will lose their position in the race.
- Black flag means unsafe conditions (flat, excessive smoking, loose car parts, etc.). Cars will be warned with a black flag in case of minor incidents. Rough driving will result in immediate removal from the track for the remainder of that race. Anyone refusing to leave the track when there is a black flag will result in suspension of two nights.
- White flag means there is one lap remaining in the race. Any yellow or red flag will be thrown at Flagman's discretion from this point on.
- Checkered flag means end of race.

SUPER STREETS CLASS

(No Motor Claim)

All general rules apply

1. Any American Coupe or Sedan.
2. After market aluminum or steel bodies are legal.
3. Must have stock OEM or OEM style steel floor pan in stock location extending past driver seat. Firewall may be stock or constructed of minimum .049 steel and must be complete side to side.
4. Cars that do not have stock OEM or OEM style firewall and floor pan cars must add 50 lbs. bringing total weight to 3,100 lbs. after race with driver.
5. Frame must remain stock with a MINIMUM wheelbase of 101" with a 1" TOLERANCE from side to side. (i.e strut/uni-body Camaro)
6. Wheelbase may be a MINIMUM of 108" on a full frame car.

7. Fenders may be trimmed to allow for tire clearance.
8. Sub-frame cars may be tied together under the cars, front and rear bumpers in Stock position, and must be rounded off.
9. Must have chain on front for tow truck hook up. **MANDATORY**
10. Nose and grill may be replaced with plastic. (No wedge nose allowed)
11. Nerf bars not to exceed 1 inch from body and maximum 1 1/2 inch diameter.
12. Fuel Cell is Mandatory. No boat tanks or homemade gas containers allowed. Trunk flooring may be removed to mount cell. Fuel cells **MUST** be contained in reinforced steel container and securely mounted.
13. Battery may be relocated, but not in driver's compartment. Only one 12-volt battery (no 16 volt batteries).
14. Doors must be welded shut.
15. All glass and flammable material must be removed.
16. **ALL CARS MUST HAVE A WINDOW NET OR USE ARM RESTRAINTS** and at least 3 vertical bars in front of the driver.
17. Cars must have a MINIMUM 6-point roll cage, 1 ½ inch minimum diameter pipe with wall thickness of .095 inch, securely welded to frame. Three (3) driver's side door bars required. NO BLACK or galvanized pipe.
18. After market pedals will be allowed **with cockpit adjustable front to rear brake bias**
19. Fiberglass hoods and roofs are allowed.
20. Mufflers are required

SUSPENSION (Front):

- A-frames
 - *Tubular adjustable or non-adjustable upper a-frames allowed.
 - *Front lower control arms must be unaltered OEM or approved direct replacement.
 - Aftermarket bushings are allowed
 - *No aluminum parts.
 - *Upper a-frame mount may be moved and replaced with aftermarket mount.
- Adjustable weight jacks are allowed must be in original centerline of spring tower.
- Only one shock per wheel.
- Must be steel non-adjustable. No air remote reservoir, bulb type, or Schrader valve shocks allowed.
- Shock location may be moved but frame cannot be altered in any way.
- Right front safety hub is optional.
- Engine set back - #1 spark plug hole can be no farther back than center of upper ball joint.

SUSPENSION (Rear):

- Adjustable weight jacks mounted in original centerline of spring tower are allowed.
- Adjustable shackles are allowed.
- No bird-cages, no sliders, no traction devices of any kind, no lift bars etc.
- Multi leaf stack springs are allowed, no mono-leaf's.
- Composite leaf springs are allowed.
- No Chrysler springs allowed except on Chrysler cars.
- Trailing arms must be non-adjustable OEM or non-adjustable OEM direct replacement. Aftermarket bushings are allowed
- Lower trailing arms must be at least 19" center to center and same length on both sides.
- Front upper and lower trailing arm mounts must be in OEM unaltered location.
- Rear upper trailing arm mounts can be altered to set pinion angle.
- Rear lower mounts on rear axle may be no more than 4" from bottom of axle tube to the centerline of bolt hole, must be same height on both sides.
- No suspension limiting devices (chains, straps, etc.)
- No pull bars, or J-bars allowed

REAR ENDS:

- Rear end must be locked or posi-trac. 8" or 9" Ford may be used on all car makes
- Floater rear ends are allowed
- No traction control devices
- No ratchet rear ends or torque dividing differentials
- Rear disc brakes are allowed

STEERING:

- Must be OEM and remain within the original bolt pattern for frame being used
- May be modified to suit driver, but must remain on left side of cockpit
- Quick steer is allowed
- OEM rack and pinion steering allowed if car was originally equipped. No aftermarket rack and pinion units.

TRANSMISSION:

- Three or four speed OEM transmission allowed.
- Automatic transmissions are allowed.
- Cars must move under it's own power and must be able to engage all gears while engine is running.
- No direct drives, or five speeds, "in and out" boxes, or quick-change devices.
- Cars must have a workable clutch. Mini clutch is allowed. Minimum 7.5-inch mini clutch or triple disk clutch.
- Bert or Brinn type transmission are allowed
- Manual transmissions including bert/brinn type must have explosion proof steel bell housing covering a minimum of 270 degrees around top of clutch/flywheel area.
- Automatic transmissions must have original bell housing with an approved scatter shield constructed of minimum 0.125" inch by 3" inch steel strap 270 degrees around flex plate.
- Driveshaft must be a minimum of two (2") inch diameter and made from magnetic steel.
- The driveshaft must be painted white and clearly labeled with car number on white portion of driveshaft.
- A 360-degree drive shaft loop REQUIRED. Must be constructed of at least 0.25" inch by 2" inch steel or 1" inch diameter tubing mounted 6" inches behind the front universal joint.

WEIGHT:

All weight must be mounted with (2) ½" bolts and painted white with the car number clearly marked.

- 2900 lbs If stock transmission, firewall and floor pan.
- 2950 lbs If aftermarket transmission.
- 3100 lbs If aftermarket firewall and floor pan.

TIRES:

- **Any 8" modified tire or 10" asphalt take offs. Tire must match wheel width. Grooving and siping is allowed. All tires must durometer a minimum of 50 hardness.**
- **All tires must "cold" durometer a minimum of 50 prior to pre-race inspection, no tolerance allowed. After any race the tires must "Hot" durometer 45 or above. Any tire reading below 50 "Cold" or 45 "Hot" will result in a**
- **Disqualification.**
- 8- or 10-inch steel wheels, bead lock allowed on right front & right rear only.
- 1 inch lug nuts are MANDATORY.

FUEL:

- Straight Racing gas, E85 and pump gas permitted. No nitrous oxide or alcohol.
- Cars must have a fuel shut off that driver can reach when in car.

ENGINES:

OEM cast iron block or crate. Engine and body must be of same manufacture such as Ford to Ford, GM to GM, etc.

602 crates allowed must follow the rules below:

- COMPRESSION NOT TO EXCEED 180 LBS. AND MINIMAL 16 INCHES OF VACUUM AT 1000 R.P.M.
- 383 cubic inches max, NO 400 Blocks
- Max cylinder bore allowed is 4.060"
- I beam style 5.7- or 6-inch rods allowed
- Flat top only pistons
- Pistons must stay flush with or below top of the block
- Stock cast iron heads, OEM, Vortecs ok, NO dart or boetie etc.
- Max valve 2.02 intake, 1.60 exhaust
- Screw in studs or pinned studs allowed, guide plates allowed
- No milling inside chambers, each chamber must have a 62-cc minimum volume

- Stock style rocker arms only 1.5 ratio; stock style roller tips allowed
- Poly locks permitted
- Cast iron or aluminum dual plane Intake, may be drilled for Vortech heads
- No polishing, porting or match porting anywhere
- OEM Manifolds, or HEADERS optional. No Tri-y, 180's
- Any hydraulic or solid cam will be allowed (no roller cams) and stock style solid or hydraulic lifters allowed
- No High vacuum, solid or roller lifters are allowed. No roller Cam's
- Balancing of engine is permitted
- Factory forged cast-iron or steel crankshaft with OEM factory casting numbers
- No knifing. 50 lb. minimum weight including Scatt 9000
- Engine set back no further than No. 1 plug in line with ball joint
- May run stock oil pan, racing oil pan is optional. Any type breather and valve covers are allowed.

7000 RPM chip rule:

- HEI style distributor or MSD Boxes are allowed
- HEI must run a soft touch rev limiter (MANDATORY)
- MSD can run digital soft touch rev limiter
- Steel blocks only must be able to be used in a conventional passenger car without alterations
- 23-degree cast iron heads only
- Oil pump must be in stock location and OEM
- No dry-sump systems
- No aluminum oil pan
- Aftermarket or OEM Distributors are allowed
- No adjustable timing control or magnetos allowed
- One MSD box allowed
- Aftermarket ignition module or coil allowed
- Track may confiscate and exchange MSD box at any time
- Magnetos and/or crank triggered ignitions are not allowed
- No more than one (1) coil may be used
- Kill switch required within easy reach of the driver. The switch must be clearly marked "off" and "on"
- Ignition box must be mounted out of reach of the driver
- Carburetor spacer NOT exceeding 2 inch IN HEIGHT
- Mechanical fuel pump in stock location. Stock manual fuel pump, No electric or belt driven pumps
- Headers or exhaust manifolds allowed. NO. 180 degree headers, tri-y headers. Exhaust must be mounted in such a way as to direct spent gasses away from the cockpit.
- Carburetor can be NO larger than Holley 500 CFM 2 barrel & must pass inspection from top side with gauge. (Must have throttle bore no bigger than 1.688" inch).
- Choke horn may be removed
- Rochester & Motor Kraft are legal
- No aerosol carbs are allowed
- All cars must have a working starter and must have the capability of starting without being pushed or pulled.
- **Mufflers are MANDATORY! 6" SLIP ON STYLE OR EQUIVILANT**

LIMITED MODIFIED (B MOD) CLASS

All general rules apply

ROLL CAGE:

Must consist of continuous hoops, minimum 1.50-inch O.D. tubing, with a minimum wall thickness of .095-inch for main cage, frame mounted in at least six places, low carbon or mild steel recommended. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum one cross bar in top halo. Foot protection bar required. Main cage no further forward than the rear of the engine. All bars forward of cage must be lower than hood.

DOOR BARS:

All driver's side door bars and uprights must be minimum 1.5-inch O.D. and .083-inch wall thickness. Minimum three driver side door bars, parallel to ground and perpendicular to driver, and welded to front and rear of roll cage, passenger side must have at least one cross door bar, horizontal or angled, minimum 1.25-inch O.D. & .083-inch wall thickness, and one top door bar, minimum 1.5-inch O.D. & .083-inch wall thickness, steel door plate 18 gauge or .049-inch minimum thickness, must be securely welded to outside of driver side door bars and cover area from top door bar to bottom door bar and from rear hoop down post to 5 inches in front of seat. **MUST BE VISABLE FOR INSPECTION.**

SAFETY:

Rules apply at all times while car is on track. Snell rated SA95 or SA2000 helmet are required. SFI approved full fire suit, gloves and shoes required. Fire retardant head sock and underwear, head and neck Restraints are recommended. Driver side window net or arm restraints required, and must be mounted so latch is at top front of window or arm restraints. Minimum three - inch wide five - point safety belt assembly required. Must be mounted securely to roll cage, recommended to be no more than 3 years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. A small Fire extinguisher in driver's compartment is mandatory.

FRAME:

OEM complete 1964 or newer, perimeter American rear-wheel drive passenger car frame only. No sports car frames. Frames must be full & complete, cannot be widened or narrowed, and must be able to support roll cage on both sides, except weight jack in original center line of spring tower allowed: frame may be cut a maximum 36 inches forward from center of rear housing: horns may be removed in front of steering box: front cross member may be notched and boxed for radiator and/or steering clearance. Maximum 7-inch wide opening in side of spring tower for spring removal. Maximum two inch wide by 4-inch tall frame stiffener may be welded directly to outside of left side frame rail. Minimum wheelbase is 108 inches, maximum is 112 inches, both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tire. No part of frame can be lower than four inches from ground except front cross member.

BODY:

Must be same width, front to rear, and parallel to OEM frames. Engine compartment must remain open (no side panels). Hood must be enclosed at rear, no panel in front of right door to engine compartment. No inner panels, No car covers. Must have front windshield and rear window support posts. Driver and passenger side windows must have at least 12-inch opening, measured at center of window, between lowest point at top of window, whether roof or roll cage, and highest point at bottom of window, whether interior or body. May use Lexan in sail panels, may use full windshield. Must be fiberglass or aluminum full size roof rounded in all directions. Roof escape panel is allowed; plastic skirting allowed on bottom of doors and quarters. Outside of tires must be widest part of car. 5" spoilers allowed. Spoiler supports no more than 5" tall in rear, 2" tall in front, and 12" long.

DRIVER COMPARTMENT:

Must have a minimum three windshield bars in front of driver. Lexan or aluminum cowl panel in front of driver can be no wider than cockpit and no farther back than steering wheel. Minimum .125-inch aluminum, or .060-inch steel, complete floor pan required. Aluminum high-back seat only and must be bolted in next to left side frame rail and ahead of rear tires. Bottom of seat can be no lower than bottom of frame rail. Driver must be sealed off from race track, driveline, engine, fuel cell, canisters and pumps. Accumulators cannot be mounted between driver and left-side door bars. No devices that would enable driver adjustment to alter wheelbase or for weight jacking while car is in competition. No mirrors or reflective sun visors.

FRONT SUSPENSION:

All components must be steel, unaltered OEM, in OEM location and replaced by OEM parts, except tube type upper A-frames with or without aluminum/steel cross shaft & mounts can be moved. OEM replacement lower A-frames bushings only, no offset or bearing type. All lower A-frame mounts and bolt holes on frame must be in stock location. Lower A-frame must be right & left and of same design; rubber, nylon, or steel lower A-frame bushings, no offset or bearing type: welded or bolted shock mount on lower A frame. Lower A frame mounts & bolt holes on frame must be in OEM, location. OEM ball joints only. Sway bar must be unaltered OEM. After market lower A-Frames are legal.

STEERING:

All components must be steel, unaltered OEM, in OEM location; except outer tie rod end & adjustment sleeve may be replaced by a minimum .625-inch steel rod end and steel tube; spindles can be ground for brake caliper clearance only; spindles must be right and left, and of the same design; bolt on spindle savers allowed; steel steering shafts and knuckles only. Steering quickener, steering wheel and quick release may be aluminum. Cockpit steering may be modified, must be kept on left side. No rack and pinion.

SPRINGS:

One steel, non-progressive coil over spring and/or steel leaf spring per wheel only.

SHOCKS:

One steel non-adjustable unaltered shock per wheel. No bumpers or stops, no threaded body, front coil over, air or remote reservoir shocks. Front half may be shielded. No Schrader valves. Lay down shocks less than 12 inches away from brake rotor will not be permitted.

REAR SUSPENSION:

All components must be steel. No covers allowed. Any 3-link allowed. All rear suspension mounts and brackets must be welded or bolted solid. All springs must be a minimum of 5". Coil springs must remain vertical. Springs must be mounted to the rear end housing. The spring location may be on top, to the rear or to the front of the housing. No Staggering - springs must be mounted in identical location on both sides of rear End housing.

Coil – over eliminators utilizing a minimum spring diameter of 5" will be permitted. Chains, cables, and/or tethers to limit or control movement will be permitted on the Left rear only (shocks and/or dampeners are not permitted). Solid safety chains securely Mounted from upper frame rails directly to axle tubes allowed (cannot be mounted to any Floating device. Must have slack during inspection). Rear shock absorbers mounted on the control arms will be not permitted. All rear control arms and Panhard bars must be straight and J-Bar connected end to end using a solid mounting system on either end.

Only one of the following designs will be permitted for competition:

- A (3) link design will be permitted with the following requirements. The lower control arms must maintain a maximum length of 1 inch between each arm. The (1) upper control arm must be a solid tube located at the top center of the rear end housing and remain centered (one-inch tolerance) over the housing and/or top of the drive shaft. One panhard bar a minimum of 23 inches in length can be mounted behind the rear end housing. A J-bar or a straight bar will be permitted. J-bars or a straight bar must be mounted from the left side from rail to the right side of the drive shaft. The lower spring perch must be welded or bolted solid to the rear end housing. The bottom of the rear springs must remain in 2 ¾ inch of the axle tubes. Only steel upper weight jacks will be permitted. Floating and/or bearing rear spring perches/cups will not be permitted. Suspension stops of any type will not be permitted.
- OEM stock design suspension will be permitted with the following requirements. The rear crossmember and control arm mounts and bolt holes on the frame must remain the stock OEM location. All components must be unaltered, approved OEM and match frame. The control arms must not be altered. Only steel, rubber or nylon control arm bushings will be permitted. The rear springs must remain in stock OEM location. The lower spring perch must be welded to the rear end housing. Only upper weight jacks made of magnetic steel will be permitted. Leaf spring stacked steel are permitted. Composite material springs are not permitted. Mono leaf springs are not permitted. In the rear of the car a minimum 5 inch is required. Rear coil springs must be 11-16 inches free height with a 0.5-inch tolerance. No torsion bars, air bags, inter liners, or spring rubbers allowed. Aluminum shocks, shells, aluminum hubs, aluminum A-frames, aluminum rear end, aluminum tubes, and/or other aluminum suspension parts will not be permitted. Coil over shocks of any type on the front of the car will not be permitted. Coil over shocks optional on the rear end of the car with 5-inch spring only.

REAR END:

Any steel approved OEM passenger car or truck rear end allowed. Safety hubs (floater) allowed. All components must be steel, except lowering blocks, axle cap, and drive flange. Inspection hole in housing is required.

Full steel spool, steel mini spool or welded rear ends only. Steel axles only. Quick change rear-ends are allowed. No cambered rear ends. One piece drive flange only. No torque dividing differentials.

BUMPERS AND RUB RAILS:

Steel only. Bumpers must be used both front and rear at all times and welded or mounted with minimum .375-inch bolts. Must be minimum 1.25-inch O.D. tubing, .065 wall thickness on front, .095 wall, 21thickness on rear. Two-bar front bumpers must be mounted to frame-end to frame-end, no wider than width of material outside frame horns and with bottom loop parallel to ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Rear bumper and nerf bars can be no wider than tires.

TIRES AND WHEELS (Tire Rule):

The HOOSIER A-40S, M-30S, G-60 are approved. The Hoosier H40 and M60 is approved as a right rear option. Grooving will NOT be permitted on the M-30S, siping and grinding is allowed. Grooving, siping and or grinding of the A-40s, H-40, M60, and G-60 tires is allowed. No re-caps. Aluminum or steel spacers only. May use approved bead lock, on right rear only. External, steel bead lock only and it cannot make wheel any narrower than 8 inches and no wider than 8.75 inches. Must use only steel bolts. Driver can run mud plugs on all 4 wheels. Rim-mounted bleeder valves allowed.

BRAKES:

Must be steel approved OEM, operative four-wheel, drum or disc. Must maintain OEM dimensions for Hubs/rotors and calipers, cannot be lightened. Bolt patten may be changed. Larger studs allowed. Rear rotors may be aftermarket, min. 0.810-inch thickness. Vented rotors only, no scalloped rotors. No brake shut-off or pressure sensitive devices. One proportioning device allowed, front to rear only. Brake lines must be visible.

EXHAUST:

Round tube headers only. All primary header tubes must enter directly into one collector, at same point, at end of header. No exhaust sensors. **MUFFLERS ARE MANDATORY 6" SLIP ON STYLE OR EQUIVILANT.**

FUEL SYSTEM:

Mechanical fuel pump only and must be mounted at front of engine. Racing fuel cell required, maximum 32-gallon capacity, must be in minimum 18-gauge steel container. Cell must be securely mounted behind rear axle, between rear tires, minimum of four inches ahead of bumper, minimum of ten inches above ground. Must mount with a minimum of two .125-inch-thick solid steel straps, two inches wide around entire cell. All cell mounts must be steel, securely welded to frame/cage. Protective tubing must cover rear and extend past both sides of cell. No part of cell shall be lower than protective tubing. Fuel cell vents, including cap vent, must have check valves. Pick-up must be on top or right side of cell. Limit of one fuel filter. No cool cans. One naturally aspirated 2-barrel 500 cfm 1 3/8" venturi carburetor only. May remove choke horn. No aerosol carbs allowed.

FUEL:

Must be Gasoline, E-85 is allowed. No Alcohol; No performance-enhancing additives. Upper cylinder lube allowed. Fuel sample may be taken from any car at any time. Penalty for illegal fuel is disqualification and:

- 1st Offense: \$250 fine
- 2nd Offense: \$500 fine and disqualified for remainder of the season

WEIGHT:

Minimum weight limit of 2,400 pounds if utilizing the GM 602 crate engine. Cars utilizing the open motor must weigh 2,600 pounds no tolerance, after race with driver in car. No weights and/or loose objects in driver compartment or outside body. Weights must be securely mounted to frame or roll cage and painted white with car number on it. Must be attached with at least two .5-inch bolts. No titanium, magnesium. No gundrilled, tubular, hollow bolts or studs.

BATTERY AND STARTER:

One 12-volt battery only, must be shielded and securely mounted between frame rails. Must have capability of starting without being pushed or pulled. Must leave initial staging area on demand, unaided, or go to rear of that race. Reverse-mount starters with OEM case transmissions only.

GAUGES AND ELECTRONICS:

No transmitting or listening devices, timing retard controls, or digital gauges (including tach). No electronic monitoring computer devices capable of storing or transmitting information except along tach. No adjustable ignition control boxes. Only one 12-volt ignition box allowed, must be out of driver's reach. **One high-end rev-limiter is mandatory. All engines must be chipped or programmed to the following maximum engine RPMs, GM 602 crate must run at 6,200 RPM, and open motors must run at 7,200 RPM** No electronic traction control devices (\$10,000 fine).

TRANSMISSION AND DRIVESHAFT:

Must have at least two forward gears & one reverse; plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. Three speeds, four speed and automatic. No five speed (or more) transmissions, in and out boxes, or quick-change devices allowed. Functioning shift levers must be in OEM location on all OEM production type transmissions. Flex plates must be full steel, unaltered OEM or OEM replacement. Flywheel/flex plate must bolt to engine between clutch assembly and crankshaft and all driving components within bell housing must rotate while car is in any gear.

Transmissions must be one of the following designs:

MANUAL: Must have a standard OEM case & working disc-type clutch or approved cone or disc type coupler inside an explosion proof steel bell housing. One fly wheel only, minimum 8.5 inches diameter. of clutch disc must be a minimum of 5.5 inches. Clutch assembly must be steel, except housing, which must be steel and/or aluminum. Bell housing can have only a hole for throw out bearing lever or hose, must be 270 degrees around top of clutch and flywheel area. Standard or reverse mount starter allowed, must directly engage flywheel. No internal clutch type transmissions. Except automatics. You may run Brinn, Bert or Falcon transmissions are allowed.

AUTOMATIC: Must remain in OEM or OEM replacement case with a functioning OEM appearing pump. Must have an approved scatter shield. Scatter shield must be constructed of minimum of .125-inch by three-inch steel, 270 degrees around flex plate.

DRIVE SHAFT: Minimum two-inch diameter steel drive shaft & must be painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25" by 2" steel, or 1" tubing, mounted 6" back from front U-joint.

ENGINE LOCATION:

Rear of engine (bell housing flange) must be mounted at least 72 inches forward from the centerline of rear axle. Engine's offset must be kept within 2 inches of centerline of front cross member with engine level. Minimum 11-inch engine height from ground to center of crankshaft. Radiator must be mounted in front of engine. Cooling system may be modified. Overflow tubes must be directed to ground between frame rails.

ENGINE SPECIFICATIONS (OPEN MOTOR):

Any American made engine allowed. Steel heads, block & oil pan only. All engines must be able to be used in conventional passenger car without alterations. Engine mounts cannot be removed or altered. **Castings and fittings must not be changed. Wet oiling system only. No Roller cams**

- **The Chevrolet Performance Parts 602 engine (GM Part Number – 88958602) will be an option in 2018 (see G, below) All engines are to remain sealed from the factory. The original factory seals must remain unaltered, tampering, removal, modifications of any type and/or broken factory seals will not be permitted. (The Chevrolet Performance Parts 602 crate engine may have part number changes from time-to-time as issued by the manufacturer.)**
- **One (1) four (4) barrel 650 cfm unaltered Holley carburetor, Part Number 4777 or 80777 or Holley HP Carburetor Part Number 80541-1, (-2) will be permitted. One (1) two (2) barrel unaltered 500 cfm Holley carburetor Part 4412 will be permitted. All carburetor components must remain unaltered. Any changes will result in disqualification from the event. Any alterations to the carburetor will not be permitted.**
- **All engines and all components must remain in their original configuration and form as purchased and/or delivered from the factory. Any changes will result in disqualification from the event. Any alterations to the engine will not be permitted.**
- **Any part that is sealed from the factory that has been tampered with and/or removed will result in an immediate penalty. The minimum penalty will be a \$1,000 fine, loss of all accumulated points for the year and a loss of all earned purse money for the event night.**
- **Any issued penalty may include and will not be limited to a suspension of the car, driver, car owner, engine builder from participation in any S.F.C.R. event.**
- **Any participant (driver, car owner and/or engine builder) that is found to have tampered with the engine will lose all points accumulated for the season, all earnings and the parts will be impounded for competitive analysis. In addition, the participant may be suspended indefinitely from all S.F.C.R. events.**
- **Changes and/or alteration to the engine, intake manifold, cylinder heads, valve covers, valve components, front cover, oil pan, harmonic balancer and/or any parts on or in the engine will not be permitted.**

A- MODIFIED CLASS

All general rules apply

Mufflers are required

Engine:

- **Any American made push-rod type engine will be permitted as long as the rear engine bell housing flange is mounted at least 72"-inches forward from the center of the rear axle. The engine offset must remain within two (2") inches of the center line from the cross member. The minimum engine height when measured from the ground to the center of the crankshaft is 11" inches. Other engines of the push-rod type that meet criteria may be approved for competition.**

- All engines used in the competition must be able to be used in a conventional passenger car without alteration. Alteration of motor mounts will not be permitted. Alteration of the casting and/or fittings will not be permitted. Any machine work on the outside of the engines or machine work on the front or rear of the crankshaft will not be permitted.
- Aluminum blocks will not be permitted.
- Magnetos will not be permitted.
- Wet sump oiling systems must be operative. Overall dry sump systems will not be permitted.
- Alteration of the cooling system will be permitted. If alterations to the cooling system are made the stock-appearing hood line must be maintained.
- The battery must be securely mounted and shielded. The battery must not be mounted inside the driver's cockpit.
- The exhaust system must be mounted with the exhaust directed away from the vehicle and/or away from the ground (preferably horizontal and outside the body of the car). A maximum of ½" inch clearance surrounding the header pipe when directed through the firewall on the driver's side. Local track rules will prevail when decibel and/or muffler rules.
- One (2 or 4 barrel) carburetor is required.
- The engine must be a normally aspirated configuration.
- Fuel injection systems or electric fuel pumps will not be permitted.

Transmission & Driveline:

- The drive shaft must be made from magnetic steel. The drive shaft must be painted white with the car number clearly labeled in the drive shaft.
- Carbon fiber drive shafts are allowed
- Aluminum, or fiberglass, shafts will not be permitted.
- A ½" inch x 2" inch 18 gauge steel drive shaft hoop is mandatory. The drive shaft hoop must be at least six (6") inches behind the universal-joint. Two hoops are strongly recommended. A single 1/8" inch plate on the right side of the drive shaft tunnel is recommended. be securely-mounted (welded) roll cage tubing.
- All competitors are encouraged to perform systematic checks on their drivetrain.
- Direct drives and/or any type devices will not be permitted.
- The transmission must be bolted to the engine. All Cars must have forward and working reverse gears and be able to shift to forward or reverse with engine running.
- Clutch-type transmissions must be equipped with explosion-proof steel bell housing. In lieu of an explosion-proof bell housing or if one is not available for your engine, a shield of at least ½" inch x 6" inches covering the clutch area 360 degrees securely fastened in place and fabricated from magnetic steel will be permitted.
- The steering box must be O.E.M. any type rack and pinion style steering will not be permitted. The original bolt pattern that matched frame type must be used. In the cockpit, steering may be modified to suit the driver but must remain in the left side of the vehicle. Moving the steering mechanisms to the center of the vehicle will not be permitted.

Electronic Devices & Traction Control:

- All electronic and/or computerized wheel spin and/or acceleration retardation traction control devices will not be permitted. Controlled timing devices attached to or controlling accelerator or rotation of wheel will not be permitted. **GPS and/or any other type of electronic tracking and/or device will not be permitted.**
- All traction control devices utilizing wheel sensors and/or any means of measuring ground speed to control wheel spin will not be permitted.
- Adjustable ping control services, dial a chip controls or automated throttle controls will not be permitted in cock pit or driver accessible area.
- Adjustable restrictor plates will not be permitted.
- Any remotely controlled components inside or outside the cock pit of any competitor's race car will not be permitted.
- Radios or devices for transmitting voice or data will not be permitted, either in the racecar or on anyone connected with the car.
- **The uses of pit boards or colored flashlights are prohibited.**

Fuel cells and Fuel:

- All cars must have fuel cells. The maximum capacity for the fuel cell will be 32 gallons. The fuel cell must be completely enclosed in an 18-gauge magnetic steel container. Aluminum fuel cell containers will not be permitted. All fuel cells must be completely visible. All fuel cells must have a minimum of 2"x2" inch x 1/8" inch steel straps surrounding them. The fuel cell must be protected in the rear of axle by securely-mounted (welded) roll cage tubing.
- Any driver must be prepared to drain fuel upon request for measurement of the fuel cell.
- The fuel cell must not extend lower than protective tubing.

- Any driver must be prepared to drain fuel upon request for measurement of the fuel cell.
- The fuel cell must not extend lower than protective tubing.
- Racing gasoline or alcohol will be permitted.
- Nitrous oxide, nitrous methane, propylene, oxide or any type of additives will not be permitted.
- Fuel may be inspected at any time during any event.
- All fuel cells must have valve in breather and filler check valve.

Roll Cage:

- All cars must have a roll cage. The roll cage must be approved prior to competition and it must be welded to the frame. The driver's head must not protrude above the top of the roll cage with the driver's helmet on. The top of the roll cage must extend above the top of the driver's helmet by a minimum of one (1) inch. The entire roll cage and all roll bar pieces must be fabricated from magnetic steel a minimum of .095" in thickness.
- The driver and right-side door bars must be parallel to the ground and locates perpendicular to the driver. There must be right side door bars. The side bars must be welded to the front and rear of the roll cage. No brazing or soldering is permitted. The door bars must have a minimum thickness of .095" and must have a minimum of 1-½" diameter. On the driver's side there will be a minimum of three (3) door bars.
- Foot protection is mandatory. One piece of magnetic steel tubing, a minimum .095" in thickness, must be fastened and/or welded across the back of the engine with vertical tubing a minimum of .095" thick.
- The door side roll bars are mandatory and must extend into the door panels.
- The roll cage must consist of continuous hoops that are no less that 1-½" in diameter and must a minimum thickness of .095"
- The roll cage must be mounted securely (welded) to the frame in a minimum of 6(six) places.
- The roll cage must consist of a configuration of front and rear hoops connected by tubing on the sides and/or side hoops. Roll cage must be securely supported and braced. Gussets to brace any portion of the roll cage will be permitted.

Body:

- The front windshield and rear window support must be stock appearing. The front window support may have a clear lexan support of no more than 16" inches including the roof post at the bottom and going straight to the roof. The support must be securely fastened in a positive manner.
- The front roof post must be in a straight line from the top to bottom.
- The sides of the engine compartment will remain open. Any side panels in the engine compartment area will not be permitted. A five (5") inch drop on either side of the hood will be permitted and it must be enclosed at the rear of the hood. The firewall on driver's side must meet the front of the door. The firewall must be a minimum of 16" - inches in length from top-to-bottom.
- The top of the doors must remain in line with the rear engine plate. The bottom of the doors may extend a maximum of eight (8") inched past the motor plate toward the front of the vehicle. Any material that exceeded 8" inches will not be permitted.
- A maximum of (1") inch flange for the purpose of strengthening only will be permitted on the front nose only. Side fins and/or flanges of any kind along the length of the entire car (hood, front, and/or roof) will not be permitted.
- A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of eighteen (18"x18") inch square and mounted only from the upper right frame rail to the lower right frame rail.
- The minimum roof height is 42" inches with a maximum height of 52 inches.
- The minimum deck height is 28" inches with a maximum height of 38 inches.
- All cars must have a car number on both sides and the roof that are at least 18 inches in height and 14 inches in width.
- The driver's last name must be displayed under the car number in a legible font and is a minimum of eight (8") inches high letters.
- A minimum of two (2") inches of tire clearance from the body is required.
- The minimum ground clearance will be four (4") inches.
- The measurement from the center of the hub to the rear top deck will be a minimum of 34" inches and a maximum of 48" inches.
- The maximum body width at the body's widest part will be 72" inches. The minimum of width at the body's narrowest part will be 53" inches. The top of the doors may have a maximum width of 67" inches. The bottom of the doors may have a maximum width of 68" inches.
- On the left side the rear of the door may flare out six (2") inches for tire clearance.

- The bottom of the flare must be curved and rounded not pointed in any fashion.
- The maximum rear width of car must be 67" inches at the widest point.
- The maximum roof width will be 50" inches with a minimum of 44" inches.
- The maximum roof length will be 56" inches with a minimum roof length of 41" inches.
- The maximum height on rear roof post vertical is 5" inches.
- The nose piece must not exceed 45" inches in width, centered between the frame rails and must not extend past the leading edge of the front bumper. The nose piece must have a minimum of six (6") inches from the ground to the bottom edge of the nose piece.
- The composite, Dominator 2012 "Modified Nose" is the only approved composite "Modified Nose" for competition. To be eligible for competition the Dominator 2012 "modified nose" must meet all manufacturer specifications.
- Spoilers are allowed: 3" tall max if you have 3" or less of rake in the decking. This is checked from the leading edge of decking at the motor plate to the rear of the car. Cars without spoilers can have 6" of rake in the decking and this is measured from the leading edge of deck at the motor plate to the back of the seat (3") then back of the seat to the rear of the car can have (3") for a total of 6" of rake.

Interior and Driver Compartment:

- All windows must have a minimum 11"-inches vertical opening. The entire interior must have a minimum of 11" inches of clearance from the interior deck to the roof and all sections of the roll cage. The minimum window opening will be 12" inches. The interior deck sheet metal to the right side of the driver from the back of the seat forward should be fabricated on an angle from the drive shaft tunnel to the right-side window to promote ease of exit for the driver through the right side and or front window opening.
- **ALL CARS MUST HAVE A WINDOW NET OR USE ARM RESTRAINTS** and at least 3 vertical bars in front of the driver.
- A master ignition switch within easy reach of the driver is mandatory. The switch must be clearly labeled "ON" and "OFF"
- Hydraulic and or pneumatic weight jacks, trackers, or similar adjustable components of any type will not be permitted.
- Mirrors of any type will not be permitted.
- The rock guard should end at a point perpendicular to the steering wheel.
- The driver's compartment must be sealed from the engine and the race track. The rear bubble of the hood should be closed and sealed from the driver.
- The maximum slope/rake of the interior sheet metal "shell" front to rear is 4 inches when measured from the firewall to the base of the spoiler. A maximum of 3" inches of the slope/rake will be permitted in front of the rear of the seat to the firewall and a maximum of 3" inches of slope/rake will be permitted from the rear of the seat to the end of the deck.
- The top of the interior must be flush with the top of door and quarter panels.
- Any car in competition must have right side door bars as part of the roll cage. Please reference 15.-10 B in the roll cage section.

Roof & Roof Supports:

- All roofs must be full size. Half-moon roofs will not be permitted. The roof must be mounted no more than 12" (twelve inches) past the rear axle.
- Wings, roof spoilers or ground effects of any kind will not be permitted.
- All flat type roofs will be allowed a maximum 3" inches difference in height between the front of the roof and the rear of the roof. This measurement may be taken from the interior and/or the ground up in any circumstance. The rear of the roof must maintain the same height from side to side.
- All curved type roofs will be allowed a maximum of 5" inches in the front and 2 inches in the rear. The break in the roof must be within 6" inches from the center of the roof.
- Wedge roofs will not be permitted.
- Dished roofs will not be permitted. Roofs must be rounded side to side. Bead rolls will be permitted.
- The rear roof post must begin where it meets the back edge of the roof. The rear roof supports may not extend pass the front side of rear upright of the roll cage.
- The side vents on the front roof posts may extend rear ward from the lowest points, a maximum of 16" inches, then at a 90-degree angle to roof for one (1) configuration, side vents must meet the outside of the car.
- The roof side (sail) panel window size must be 10" inches x 15" inches and 32 must match drawing number 2 side view. There will be a tolerance of 2 inches at the top and 3 inches at the bottom. A maximum crown of two (2) inches will be permitted, measured from the center of a common tangent point on either side of the crown.
- If the long roof side (sail) panel is being used there will be no radius.
- Any sun shield must be on hinge for easy exiting, taping will not be permitted.
- The window opening must remain at a minimum of 12 inches.

- All race cars in competition must meet the measurements illustrated in the dirt car drawing.
- There are only (4) four approved roof supports to choose from.
- The roof should be single thickness of material. The roll bar hoops must be exposed for inspection.
- If the roof is curved, then a level will be placed on the top of the car and if the roof is 5 inches or less in the front and 2 inches or less in the rear and the break is in the middle then the roof will be permitted.
- The roofs on these cars will be stock appearing. If a Dirt car and/or local track official determines the roof does not meet the requirements as stated above then a penalty as determined by the official may be determined prior to competition, additional weight and/or other penalties, unless the roof can be returned to within the parameter as stated above prior to competition in the event that the roof was inspected for.

Suspension:

- Any "live axle" type rear ends will not be permitted.
- Quick change rear ends will be permitted. Only magnetic steel tubes will be permitted.
- Aluminum birdcages will not be permitted.
- Independent rear suspension will not be permitted.
- Only floater hub assemblies will be permitted.
- The front suspension must be O.E.M. and be in stock location. The front suspension must have replacement stock part) from the same type of suspension **from** the OEM Manufacturer, the bolt used for weight jacking purposes must be within 1 inch on the original spring centerline.
- Aluminum spools will be permitted.
- Steel coil-cover eliminators and/or steel/aluminum coil-over kits will be permitted. The coil-over eliminators and/or coil-over kits must conform to the shock and spring rules. In the rear of the car a minimum of 5" inch spring is required.
- All springs must have a tethered and/or cable system in place to securely fasten them in position in the car.
- Aluminum shocks, shells, aluminum hubs, aluminum A-frames, aluminum rear end, aluminum tubes and/or aluminum suspension parts will not be permitted.
- Only steel body, one-piece non-adjustable shocks will be permitted. Adjustable shocks, including cockpit adjusters will not be permitted.
- Coils over shocks of any type in the front of the car will not be permitted.
- Only one shock per wheel will be permitted. Lay down shocks less than 12 inches away from brake rotor will not be permitted. Additional shocks in other locations will be permitted.
- Only stock passenger car spindles will be permitted. Fabricated spindles will not be permitted.
- Alterations and/or relocation of the lower A-frames will not be permitted. Dirt car approved after market lower control arms, which are mounted in the OEM location and maintaining the OEM Manufacturer will be permitted.
- Tubular type upper A-frames will be permitted. The upper A-frame mounting locations may be altered. Aluminum cross shafts will be permitted.
- Composite leaf springs will be permitted.
- Aluminum shackles will be permitted.

Brakes:

- All cars must be equipped with a working braking system on all four wheels and all four wheels must be able to stop/brake at all times.
- Only magnetic steel rotors will be permitted. Carbon fiber and/or aluminum rotors will not be permitted. Drilling, lightening and/or any alteration to the brake rotors or calipers will not be permitted.
- Only stock O.E.M. and/or Dirt car approved aftermarket calipers will be permitted. Only the Wilwood P/N/ #120-7197 is Dirt car approved.
- Only stock O.E.M. rotors will be permitted. Single disc brake rotors or scalloped rotors will not be permitted.

Wheel and Tires:

The tire rule may be amended by bulletin.

- **The A-40S, H40, M-30S and M-60 will be the only approved tires. The H40 and M-60 is approved as a right rear option. No grooving allowed. Siping is permitted on all approved tires**
- Recapping of an approved tire is not permitted.
- Any local track official can confiscate any tire at any time and during any event to be evaluated and analyzed including verification using a tire durometer. Tires may also be submitted for further chemical analysis.
- Defacing or altering any of the manufacture's identification markings, letter, words, numbers, on any tire will not be permitted. The tire compounds may be covered by duct tape as long as the local track and/or dirt car officials are able to remove the covering at any time for inspection purposes. Any alteration of tires may result in immediate suspension form all dirt car racetracks and/or events and/or penalties deemed appropriate by local track.

- Tire softeners and/or chemicals designed to alter the chemical characteristics of the tire and/or the tire surface will not be permitted.
- **Mud plugs will be permitted on all four wheels.** Bead locks will be permitted on the right side only. The mud plug must have the car number on it. Only 8-inch Dirt car approved and labeled racing wheels will be permitted.
- All wheels must be conventional one-piece magnetic steel and must be mounted with lug nuts. Aluminum, plastic and/or carbon fiber wheels will not be permitted.
- All wheels must be fastened to the hub with five lug nuts.

Chassis/Frame:

- Only factory production full 1950 or newer parallel American passenger car frames will be permitted. The frame must be complete in front of firewall. Cutting of the frame in any way in front of firewall will not be permitted.
- The frame must remain unaltered and must meet the requirements of the attached drawing.
- The right-side frame rail may not be altered and/or raised and/or moved from the stock OEM location in any manner and must measure a maximum of six (6) inches from the ground to the bottom or lowest edge of the frame rail.
- The front cross member may be notched to allow clearance for the radiator only. The cross member must be plated to retain complete box configuration.
- Jeep, Bronco, 4-wheel drive, front wheel drive or sports car frames will not be permitted.
- The minimum wheelbase permitted will be 108" inches. The maximum wheelbase permitted will be 112" inches.
- Fiberglass lift bars and/or rear torsion bars will not be permitted.
- Any frame may not be widened or narrowed and must be able to support the roll cage on both sides and must be full and complete on both sides.
- The minimum frame and body height from ground is four (4) inches.
- The front bumper must be mounted to the ends of the frame with the bottom loop parallel to the ground.
- A minimum of 1" diameter tubing and/or pipe is required to for towing of the vehicle.
- The rear bumpers must be constructed of tubing and/or flat stock. All rear bumpers and/or tubing utilized in the fabrication of the rear bumper assembly must have an end cap. The rear bumpers must protect the fuel cell.
- The bumper (front and rear) when measured from their center) must have a minimum of 25" inches of ground clearance. There will be a two (2) inch tolerance plus or minus regarding this dimension. The rear bumper and/or the nerf bars must not extend beyond the width of rear tires. All bumpers must have round edges. Sharp edges on any bumper and/or bumper surface will not be permitted.
- The brace bars forward of the roll cage must not extend higher than stock hood height.
- The rear push bars must not extend beyond six (6") inches of the rear quarter panel).
- All side bars and bumpers must be capped on ends.
- The maximum overall width of the car, front and/or rear, shall not exceed 78 inches when measured from the outside of the tire tread on both sides of the vehicle. A maximum on (1") inch spacer between the hub and wheel will be permitted. Steel and/or aluminum spacers will be permitted, provided the overall tread width of the vehicle does not exceed 78 inches.

Weight:

- All added weight) must be painted white with the car number clearly labeled on each weight.
- All added weight) must be securely mounted to the car with minimum of two (2) ½ inch bolts that pass completely through each weight and the car. Weights that are mounted on the rear bumper or outside the body of the car will not be permitted. All added weight must be mounted below all windows and the interior sheet metal.
- Any car that loses any weight during any event may be fined up to \$500.00
- The minimum weight of car with driver at all times including after the race is 2,400lbs.
- All weight determinations will be measured on the scales selected by the local track officials for each race event. Burn off and/or weight percentages and/or tolerance after the completion of any racing event will not be permitted.

General Safety:

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

Seat belt/Restraint System:

- Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (three years from manufactured date) Seat belt restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacture.

- Seat belt webbing that comes into contact with any sharp metal edge should be protected from the edge by means of push on grip vinyl trim. Seat manufactures supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions and should be used to their specifications.
- It is the responsibility of the driver, not the Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.

Protective Clothing:

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

Seats:

- An aluminum seat built specifically for the purpose of the competition in auto -racing events will be required.
- High back aluminum (stockcar style) seats should be securely mounted to the frame as recommended/required by seat manufacturer and chassis manufacturer.
- Head rest (behind the head) should include padding. All areas surrounding the head should have padding.
- A right head net or support is required. Head nets must be equipped with quick release mechanism.
- The seat must be mounted a minimum of 30" inches from the center of the rear end, measured at the bottom of the seat.

Helmets:

- Driver should wear a full-face helmet, with at least a valid SA 2005 Standard Snell and/or a valid SFI 31.1, SFI 31.2 or SFI 31.1 2000 label.
- The driver should wear the helmet in accordance with the directions provided by the helmet manufacture and/or supplier.
- If a head and neck restraint system is connected it should conform to the manufactures mounting instructions.
- Head and neck restraints are strongly recommended.

Other

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

SPRINTS

All general rules apply

1. Right rear tire must be a Hoosier 105/16.0-15 H15 or MED.
2. Left rear tires must be an H-series compound 12 or harder.
3. Front tires can be any Hoosier tire.
4. Tires will be available at the track.
5. Track tires will be checked, if caught with illegal tires, driver will lose points and money for that race.
6. All drivers should be in line and ready to go before their race session. The race will not be held up for you.
7. Mufflers are required.
8. All sprints are required to have a flat top wing with up to a 2-inch wicker bill or a dish wing with no wicker bill.
9. Torsion arm stop retainers are MANDATORY
10. Kingpin Tethers are MANDATORY. Anyone showing up to race without a tether will have 14 calendar days to get one installed. Tethers are MANDATORY on all special races and **the 14-calendar day rule does not apply to special show.**
11. Front axle tethers will be recommended
12. ALL CARS MUST HAVE A WINDOW NET OR USE ARM RESTRAINTS and at least 3 vertical bars in front of the driver.
13. **No traction control devices are allowed.**