



2016 Carolina Speedway Rules

These rules are issued to govern the conduct of racing events at Carolina Speedway for the 2016 racing season. It is the intent of Carolina Speedway management, officials and staff to enforce these rules to ensure fair competition and consistency at each event. The track owner and race director will act upon any situations not specifically covered by these rules and their decisions will be final.

Contact Info

Carolina Speedway

6355 Union Road

Gastonia, North Carolina 28054

Phone: [\(704\) 869-0313](tel:7048690313)

Technical Director Ronald Leagon tech@carolinaspeedway.net

Table of Contents

- Overview
- General Rules
- Flagging
- Draw
- Scoring
- Protests
- Safety Rules
- Division Rules
 - Late Models
 - [SECA Late Models](#)
 - Street Stocks
 - [SECA Sportsman](#)
 - Renegades
 - Pure Streets
 - Stock 4
 - Hornets
 - [SECA Modifieds](#)

2016 Carolina Speedway Rules

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 of such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against INJURY or DEATH of a participant, spectator or official.

The race director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. The management of Carolina Speedway and the term Pro Motor, LLC shall include but not be limited to owners, lessees, lessors, agents, etc.

These general rules are issued to govern conduct of racing events at Carolina Speedway. The intent of these rules is to ensure fair competition and consistency at each event. The Race Director will act upon any situation not specifically covered by these rules and his decision is final.

IF IT IS NOT IN THE RULES, DON'T ASSUME, ASK. Our goal is to apply all rules firmly and equally. Officials reserve the right to modify/change or alter rules during the season to promote fairness and safety. Any changes will be posted on the website and at the track. Any cars not meeting these rules may be allowed to run at tracks discretion with weight being added for penalty. Many calls made by Track Officials are judgment calls; these calls are not subject to review or change after a race event.

The Promoter can refuse the entry of any car, driver or spectator at any race, any time. Any dispute will be taken up with the Race Director and/or Promoter after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in a calm and sportsman like manner at all times. The driver will be the spokesman for their car owner in any and all matters. Any driver or crewmember that uses loud or abusive language towards any track official may be fined and/or may lose all winnings and/or may lose all points for the night's event. They may also be suspended from the next racing event(s). Penalty will be at Officials discretion.

Fighting is strictly prohibited. Anyone caught fighting will be dealt with by the officials and Law Enforcement as needed. Drivers will be held responsible for all crewmembers and penalties may be applied to the driver if a crewmember is involved (Penalty at Officials discretion.) No disorderly conduct will be allowed at the payoff window. Any person other than Law Enforcement found with any weapon (CONCEALED OR

OTHERWISE) on him/her or in his/her vehicle is subject to fine, loss of weapon and arrest.

1) PARTICIPANTS ARE ENCOURAGED TO CARRY INSURANCE.

All accidents/injuries must be reported on the night of the event and WILL NOT BE ACCEPTED ANY LATER THAN 24 HOURS AFTER THE EVENT. There is absolutely no coverage on privately owned vehicles in the pit area parking or outside the pits. There is no coverage on tools. THIS MEANS WHEN YOU ENTER THE RACE TRACK AREA YOU ENTER WITH CERTAIN RISKS!! All participants should inspect the racing and pit area before racing. If you see a potential danger, it should be called to the owner's attention at once and you should not race.

LEGAL REQUIREMENTS: Every driver and/or car owner must fill out a driver's information sheet, insurance release, and proper tax forms prior to competing in any event. The state and federal government requires that all money earned in excess of \$600 be reported on a 1099 form. If you refuse to supply this information, you will not be able to race and will not be paid.

GENERAL RULES:

1. Points System will be available at the track.
2. Any driver caught under the influence of any DRUGS or ALCOHOL will be disqualified from competition. Breath-o-lyzer test may be randomly administered to drivers. Refusal to take test will result in immediate suspension and any other action deemed appropriate by Officials.
3. There will be no Alcoholic beverages in the pit area during competition. There will be No Alcoholic Beverages allowed in the protest area.
4. Scale area is off limits to everyone except top (5) cars and (1) crewmember from each car.
5. Driver must take green flag in main event to receive money or points.
6. All prize money should be picked up at the payoff window following race meet. If a driver is unable to pick up winnings, it will be held a maximum of one (1) week ONLY. If money is not collected within one (1) week, it will result in forfeiture of winnings (NO EXCEPTIONS). No arguing with official at payoff window.
7. The speedway reserves the right to request a number change on your car to avoid duplication; or if the number cannot be clearly seen. Cars are scored from the grandstand, car numbers must appear on both sides of car at least 24" high. A number at least 36" high must be applied to the roof, reading from the passenger side. Color of numbers should be considered and painted so as to be clearly seen. ALL cars MUST have CC's or Cubic Inches of engine, required weight, and weight penalties listed for engine run on the hood or top of fender in

2" tall letters for heat race and main.

8. For safety reasons, NO one will be allowed on the track unless asked by an official. Assistance from Official will be limited to pulling sheet metal from tires. All other repairs must go to pit area.
9. Cars must be self-starting. If you have to be pushed off, you are using your time limit and others.
10. Speed limit in the Pit Area is 5 MPH. Black flag is the penalty for excessive speed.
11. All cars must pass safety inspection by track officials or they will not be allowed to race
12. Drivers may drive in only two events per race night.
13. All cars must have wrecker hookups, Front & Rear.
14. Hot laps will be given one (1) time for each division. Under NO circumstance will a car from one division be allowed to practice with another division.
15. If a driver is driving in more than one (1) division, it is his responsibility to make it to the line-up for his second race. The race will not be held up; if driver is not in line-up chute when cars roll out, he will go to rear of field.
16. NO car can be driven in more than one event per night, unless track grants permission. (i.e. car breaks in heat race. Another car may be allowed to start the feature if that car hasn't participated in another feature that night) Car must fit in rules for that division.
17. Any driver who exits his/her car while race is under way, for reasons other than fire or driver safety, may be disqualified and forfeit all money and points earned for that event. Crew members are not allowed on track unless directed by an official, violations may cause driver to be disqualified.
18. Raceceivers are mandatory in ALL divisions!
19. Transponders are required in ALL divisions! Cars will not be scored without transponders. Car must have transponders on when they take initial green flag. If transponder is on the car and isn't working properly track officials may change transponder or allow car to compete). Car(s) that do not have transponder on the car will be disqualified either during or at the conclusion of the race. If a transponder falls from the car during the race but was working in that particular race, the car will be allowed to compete.

20. Any driver that wins three consecutive feature events in one division will start the next race they attend from the rear. (Unless the next event is a special event or an extra money event). This rule does not apply to the points chase.

FLAGGING

1. Any driver jumping the start will be warned once. The second time they will be sent to the rear of the field. The third time a driver jumps the start, they will be black flagged and sent to the pits.
2. Start of race-Once the pace lap gets to the flag the race will be officially started. ANY CAR THAT ENTERS THE PIT AREA WILL GO TO THE REAR OF FIELD. The race will start double file on the front straight-away by the flagman at a smooth speed of 25-50 mph.
3. Double file starts off of Turn 4. Inside man sets the pace. It is the outside man's responsibility to stay beside him. Flagman starts the race.
4. Restarts will take place between turns three and four. In the case of a car lagging back drivers are allowed to pass to the outside.
5. No stopping on the track to avoid getting lapped. This will result in a lost lap.
6. Dirty driving is not allowed. Driver will be black-flagged and dealt with by Track Official.
7. Any car intentionally ramming or hitting another car under caution, will be subject to penalty, which may be immediate disqualification.
8. Any car determined to be unsafe or causing three (3) cautions will be black flagged.
9. Yellow flags will be used in all classes.
10. Any car causing a caution will go to the rear. On initial starts, in the event of a multi-car accident, cars will line-up according to original line-up. In the case of a single car spin on the start of the race that driver will be sent to the rear of the field. If it is a multi-car spin those cars involved in the caution will get their positions back.
11. Time limits will be used only when necessary. (Strongly enforced)
12. Flagman has final word on any track activities.

13. If it is deemed that a driver intentional wrecks or spins another car, track officials have right to penalize that driver with loss of win, finishing position and or monies for the night.

DRAW (SIGN-IN)

1. It is the responsibilities of each driver to sign in and draw for starting order/qualifying upon arrival at the racetrack. Draw window will be closed at end of driver's meeting.
2. If a driver wants to start in rear, he must still sign in for his division.
3. If a driver elects not to start in the position she/he draws; he/she must go to the rear of his line. Only the affected line will change. Driver must start the race from the end of the longest line.
4. Any driver change after heats or qualifying will result in car starting in rear of feature event.

SCORING

1. Any car that goes 3 laps down under competition will be black flagged.
2. Two laps will be given for flat tire in main event only. Cars must be on lead lap. Driver must signal flagman or track steward while entering pits. Driver must stop to bring out caution to earn laps.
3. The race will end under the green flag, race back to the checkered flag unless the race is red flagged. If the race is red flagged, as soon as track is cleared; the field will receive the green and white together for 1 final lap of racing.
4. In the event two or more cars cross the finish line at the same time, the car next to the infield can be declared the winner, if the transponders are tied.
5. The race will be scored by the lead car. All cars that have been scored in a lap will hold their positions; others will be scored by the last lap completed.
6. After the race is complete, if you get stuck in the mud, you cannot be assisted. In the event you must receive assistance, you will be disqualified. There is a two (2) minute time limit to get your car out of the mud unassisted.

7. The track will reserve the right to weigh any car after the race. (Main or Heat).
8. All cars must finish the last lap under their own power. No help allowed from another car or driver. No person can help make the white flag. Once a car receives help he will not be scored the last lap.
9. If the race has to be started single file after two (2) or more tries at double file start, the cars will be lined up from the original starting line up (1-2-3-4- 5-6 etc.) False starts (Jumps) or debris will not count towards 2 tries @ double file start.
10. In the event that a division has only one heat race, heat race winner will have the choice of front row position (inside or outside). If race has to be started single file and winner has chosen outside then he/she will start from first.
11. A car can run in only one heat race. You must run in the heat race you draw or start in the rear of the main event.
12. In case the race is cancelled after the halfway point, the race will be officially complete.
13. If a car brings out the caution on the last lap, he will be scored at the rear of the lead lap if he is on the lead lap.
14. Top 5 finishers must go to scale for weighing after heats and mains. Infield scale is used for weighing after main events.
15. Any cars that are 1 lap or more down, must line up behind lead lap cars.

PROTESTS

1. No safety rules can be protested. To protest a car, you must finish in the position directly behind the car you are protesting or you must protest all cars in between your car and the car you wish to protest. You cannot protest cars behind you unless you were protested by that car. Only one protest per car per night allowed. (exception: may add fuel to other protest). All protests start at the infield scale area. You are then given five (5) minutes to protest. All protests must be in writing and you must give it to the TECH MAN ONLY!!!! Once the five(5) minutes is complete, NO PROTEST MONEY WILL BE ACCEPTED! The 5 minute clock starts after the winning car leaves the scales.
2. Driver filing protest or one (1) representative only will be allowed in the protest area other than security and track officials during teardown. Only three (3) people allowed in the protest area of car under protest. No Exceptions. One (1) person only from each car during the tech inspection. THE TECH MAN'S DECISION IS FINAL! Drivers of cars that are found illegal are automatically disqualified, forfeit

money won in that event and their points for this event. Illegal parts are subject to confiscation by track.

3. Definition of stock: No modifications to factory parts or specifications. Stock replacement parts that meet factory specifications are OK. The absence of a specific rule does not imply approval, consent, or permission regarding the subject.
4. The car protested must post track fee to accept protest. If car is legal, the fee is returned to car plus protesters fee, less track fee. If protested car is wrong, the money will be kept by the track and protester gets all protest money back. Refusal to post track fee, the protested car is illegal and protester gets all money back. After protest has been filed and money has been put up and then decide to cancel, both parties forfeit track fee. If a car has been protested and refuses to tear down and put up the acceptance fees, then he will be disqualified and must start in the rear of main event the following week. The track reserves the right to deny a protest at anytime, and may reject protest due to weather or lateness of the hour. No protest on anything outside of motor. (pulleys, brackets, etc.) or anything not covered in the rules. Competitors must furnish all tools for teardown.
5. After a protest is made on an engine specification, cars must be ready in one and one-half (1 1/2) hours for official check. All bore and stroke measurements will have a +/- .010" tolerance for wear. All engines must have stock firing order. The engine will be checked no more than two (2) times and will be ruled on, legal or disqualified. You will have (1/2 hour) extra to pull oil pan.
6. Visual Protest: \$25.00. Will be kept by the track. Visual protest must be made before cars are called (staging light on) to the line up chute before main events. Magnets may be used for aluminum products. Visual is on items that can be seen without removing or opening body panels including hood and deck. Bodies and sheet metal are non-protestable and will be policed by the track. If protested car is able to fix item in protest in the proper time, the driver will start the event in his/her original starting position. If repairs are not completed in time, protested car must start in rear of field.
7. TRACK RESERVES THE RIGHT TO IMPOUND ANY PROTESTED PARTS FOR VERIFICATION BY OTHERS. TECH MAN'S DECISION IS FINAL!
8. Protest Fees: (2) Items per protest, all classes. Track keeps \$100.00
9. Track reserves the right to inspect any car at any time.

LATE MODEL \$350, \$150 to pull oil pan, \$100 to accept.

STREET STOCK 300, \$150 to pull oil pan, \$100 to accept, \$600 to pull crank to weigh only FOUR CYLINDER \$300 \$150 to pull oil pan \$100 to accept

RENEGADE \$300 \$150 to pull pan \$100 to accept

UMP MODIFIED \$300 \$150 to pull oil pan.

CRATE LATE MODELS: per sanctioning body Rules

\$600 to pull crank to weigh only or \$600 to pull piston and rod assembly with visual.

Fuel Protest \$50.00 all divisions. May protest fuel only or add to other protest. On multi-car protests, if protesting fuel only on a car, any cars finishing in front of that car can be protested on fuel only.

Absolutely NO Traction Control devices of any type (electrical or mechanical) will be allowed or tolerated in any division.

Absolutely NO vacuum pumps will be allowed or tolerated in any division.

Any illegal device is subject to confiscation. All points and money will be forfeited and driver and car may be suspended indefinitely at Tracks discretion.

Absolutely NO tire soaking agents allowed. Tires are subject to random inspection and will sent off to independent laboratory for results. Tires must meet the bench mark sample provided to the independent laboratory.

10. Tire Protest: Any division competing on racing tires can be protested. Protest must follow in the guidelines of rules. Protested car's prize money will be held until results are back from the independent laboratory. If tire is protested following heat race or qualifying and found not to conform to the benchmark sample at the laboratory it is a full disqualification from the night's activities meaning no points or money can be earned. Tire protest is \$125 per tire. Protested car must put up \$100(per tire) to accept protest. Tires must match the benchmark sample at the independent laboratory.

- If protested tire does not conform to the benchmark sample, protestee forfeits the \$100 per tire he/she puts up for protest. Protester gets his/her protest money back.
- If protested tire does conform to the benchmark sample, protestor forfeits protest money.
- If tire punches below minimum durometer reading listed, fails inspection at independent lab or if driver/team refuses protest.
- If driver fails inspection following a feature event he/she will be disqualified and lose points and monies from that night's event.

1st offense. Driver will be disqualified and lose points and monies from the night's event.

2nd offense. Driver will be fined \$300 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night.

3rd offense. Driver will be fined \$1,000 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night. Driver will also be suspended for 30 days from competition.

4th offense. Driver will be fined \$2,500 by Carolina Speedway and disqualified from the night's event and will lose points and money earned that night. Driver will also be suspended 90 days from competition.

PROTESTS ON CRATE ENGINES (ALL APPLICABLE DIVISIONS) ENGINE CLAIM RULES

Engine Claim:

Claimer fee on 602 engine of \$3000. Claimer fee on 604 engine of \$5000. Track will keep \$50.00.

·Winner only can be claimed.

·Only driver on lead lap can claim winner.

·If more than one person claims the winner the driver finishing the furthest back has 1ST choice.

Claim is for engine as delivered from factory and will include only the items as purchased from G.M.

Claim Refusal:

1st refusal you will forfeit all points and money.

2nd refusal you will forfeit all points and money with 2 weeks suspension and a \$200.00 fine that must be paid before you return.

3rd refusal you will forfeit all points and money with 6 weeks suspension and a \$1000.00 fine that must be paid before you return.

Track will oversee all claims. Any unsportsmanlike conduct will not be tolerated. No grudge claims allowed. All claimed engines will be inspected for broken bolts or any sabotaged parts. If this is found, it will be handled with fines or ejection from the track and forfeiture of all money and points.

All claims or protest must be made within 5 minutes after completion of race. Claims or protest shall be restricted to the main event only.

CRATE ENGINES (ALL APPLICABLE DIVISIONS) CONT.

No driver can claim more than five (5) engines during any regular weekly racing season.

CRATE ENGINE TEAR DOWN RULE : SECA rules prevail.

Carolina Speedway Safety Rules

Safety is the No. 1 priority at Carolina Speedway. All cars are subject to inspection by the technical staff before being allowed to compete.

Roll Cage:

A full roll cage is required in all divisions. Tubing size must be a minimum of 1 1/2 inch diameter by .095 wall thickness in the stock car classes. 4 horizontal door bars minimum on the driver's side. 1/8th inch steel plating welded to the drivers side bars is highly recommended. Roll cage must tie into the chassis on unibody cars and full frame cars, front and rear, with downtubes and "X" bracing from the back of the main hoop to the back of the chassis or uni-body. All attachment points on unibody cars where the roll cage ties into the unibody frame must be reinforced with at least, a 6x6 steel plate, 3/16 inch minimum thickness, to securely tie the roll cage to the unibody. On full frame cars, the roll cage must be welded directly to the frame. All

welds must be of good quality and all joints must be completely welded. Anywhere 2 pieces of tubing join together, they must be properly fish mouthed and fitted. No piece of tubing can be smashed flat and straight welded to another piece of tubing.

Bumpers, Nerf Bars and Rub Rails:

All bumpers, nerf bars, and rub rails must be solidly mounted and **MUST HAVE ROUNDED CORNERS**. Straight cut or sharp edges are not allowed whether inside or outside of the body work.

Bodys:

All body work must be neat and cleanly fabricated with no sharp edges that would cut down tires or cause injury to the drivers, pit crews or track personnel. The drivers compartment must also be as free as possible of anything that might cause unnecessary injury to the driver in the event of a crash.

Seat Frame:

Drivers seat frame must be welded directly to the roll cage. Seat belt mounting tabs must be welded to the seat frame or roll cage only. Seats and seat belts can not be mounted to sheet metal.

Seat:

A seat designed for oval track racing is mandatory. Thin fiberglass or plastic seats are not allowed. All seats must be mounted to the seat frame with a minimum of 4 - 3/8ths inch grade 8 bolts.

Safety Belts:

A 5 point, 3 inch wide safety belt system is mandatory. The safety belt system must be in good condition and a maximum of 3 years old with the manufactured date clearly visible. The safety belt system must be installed correctly, according to the manufacturers' specifications with 3/8ths inch grade 8 bolts.

Fuel Cell:

Fuel cells are mandatory in all divisions. The fuel cell must be enclosed in a minimum, 22 gauge steel can. The fuel cell must be foam filled and properly vented with a check valve type vent. The fuel cap must be a racing type, positive locking cap that cannot be easily dislodged

Fuel Cell Mounting:

All fuel cells must be securely mounted to the main rear frame rails. The fuel cell can must be contained on all sides by a minimum of 3/4 inch sq. tubing or by 1 1/2 inch x 1/8th inch thick steel strapping to prevent the fuel cell can from sliding out in any direction. The fuel cell must have a minimum of 8 inches of ground clearance and must have a protector bar extending past both sides of the back of the can.

Fuel Lines:

All fuel lines must be of good quality material and be securely mounted. The

fuel lines cannot be routed through the drivers compartment. The fuel line that runs between the fuel cell and the engine compartment must be either a hard line or a steel braided line. In open cockpit cars, the fuel line can be sleeved from back to front in a minimum 3/4" metal tube. No unprotected rubber lines longer than 24 inches allowed. A track approved fuel shut off valve that is accessible to the driver and the track safety crew is **NOT** mandatory **but is highly recommended** in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Battery:

The battery must be securely mounted in a good quality holder or preferably in a steel battery box. Plastic battery boxes are not allowed. The battery cannot be mounted in the drivers compartment. A battery disconnect switch that is accessible to the driver and the track safety crew is mandatory in all stock car divisions. It must be clearly marked in the "OFF" and "ON" position.

Steering Wheel:

A quick release steering wheel hub is mandatory in all divisions. It is highly recommended that all stock car divisions have a collapsible steering column.

Rock Guard and Screen:

All stock car divisions must have a minimum of 3 vertical steel bars in front of the driver. It is also highly recommended that a wire screen be in place in front of the driver for added debris protection.

Drive Shaft:

All drive shafts must be painted white. Front and rear drive shaft containment loops are mandatory in all stock car divisions.

Mirrors:

One center mounted mirror is allowed in all stock car divisions. Mirrors are not allowed in the Late Model or NDRA divisions.

Radios:

Use of a cell phone while on the track is strictly forbidden. Raceceivers are mandatory in all divisions.

Fire Extinguishing System:

All stock car divisions must have a fire extinguisher mounted in the drivers compartment within easy reach of the driver. The fire extinguisher must be of the type that will extinguish gas, methanol and oil. Halon 1211 or equivalent is recommended. It is highly recommended that a remote discharge system be used with discharge nozzles in the engine compartment, drivers compartment and the fuel cell area. Remote release and discharge systems must have the system release button clearly identified and must be within easy reach of the driver. Whichever system is used. the bottle must have an easily readable gauge and be fully charged for each race.

Window Nets:

Window nets are mandatory in all divisions. They must be an approved web type design and must be designed for the type of car you are racing. Nets must be mounted securely, by the manufacturers specifications and must have a quick release mechanism. They must not be older than 3 years and must have a clearly visible date tag.

Roll Bar Padding:

Roll bar padding is highly recommended in all stock car divisions, around the drivers head.

Ballast Weight:

Any lead or steel weight added to any car in any division must be solidly mounted to the roll cage or chassis only, with a minimum of 2, 1/2" bolts and cannot be mounted any higher than the belt line of the car. All weight must be painted white with the car number clearly and legibly marked on each separate piece.

Fuel Shutoff:

Highly recommended in an area that is easily accessible by the driver and or safety officials.

Battery Shutoff:

Mandatory in the area that is easily accessible by the driver and or safety officials.

Personal Safety Equipment**Helmets:**

All helmets must be of the highest quality and must be a minimum, Snell SA2000 approved or better. Full face helmets are mandatory in all divisions. It is also highly recommended that all helmets be lined with a fire retardant material, preferably Nomex.

Driving Suits:

Driving suits must be of good quality with no holes or tears and must be constructed of a fire retardant material such as Nomex. Suits can be either 1 piece or 2 piece with a 1 piece suit being highly recommended. All suits must have an SFI rating. Double or Triple Layer suits are highly recommended. Full suit is mandatory.

Shoes:

Fire retardant shoes are mandatory.

The following items are not mandatory but are VERY HIGHLY RECOMMENDED:

1. Nomex underwear

2. Nomex gloves
3. Nomex socks
4. Nomex hood and or neck brace
5. Head and Neck Restraint System
6. Arm Restraints

All mandatory safety items must be worn at all times while on the track.

Late Model Rules

BODY

1. **Weight** - 2300 lbs. After race with driver.
2. All dimensions-see diagram . If car is running a 8" rear spoiler sides must be 8" if the car is running a 12" spoiler the side spoilers must match.
3. Cars running SPEC engine must have SPEC on both sides of hood in 2" high letters.

CHASSIS AND SUSPENSION:

1. Engine setback- 6" maximum, measured #1 spark plug to top center ball joint.
2. Rear of car may be opened.
3. 76" maximum width on body. 1" tolerance.
4. 101" minimum wheel base.
5. 12" rear spoiler, 49" max. height from ground NO TOLERANCE. Spoiler heights must be consistent across the car (ie spoiler must maintain height left side-middle-right side)
6. No part of body may extend beyond the plane established by the 76" width.
7. Rear bumper may not extend over ½ width of rear tire on each side. Ends must be capped and should be angled so as to not be a puncture danger in the event of a wreck. May be curved inside rear quarter panels at 90 degree angle.
8. Front push bars allowed, may not exceed width of front chassis rail.
9. **Suspension**- OPEN- ANY TYPE.
10. Front and rear wrecker pick ups are MANDATORY
11. No part of frame may be aluminum or titanium.

ENGINE #1

1. **Cubic inch-** 365 cubic inch max. NO TOLERANCE.
2. **Block-** ANY CAST IRON.
3. **Crankshaft-** ANY
4. **Rods-** Any Steel
5. **Pistons-** Flat top only
6. **Camshaft-** Any
7. **Heads-** Any cast iron O.E.M. Iron Eagle not to exceed 215 runner (230 runner allowed with 25lbs. added in front of bell housing). (Number must be molded in head) Platinum 215 heads legal Ford- #M-6049-N351 Bow Tie allowed Dart II Sportsman, Part #1112, 1122, 1212, 1222, 1115, 1125, 1215, 1225 1 ½" (1.500) Blend from the bottom of the valve seat
8. **Valves-**ANY
9. **Lube Systems-** ANY
10. **Intake-** ANY
11. **Exhaust System-** ANY
12. Engine protest will be accepted on block, rods, pistons, cubic inch, and heads only.

ENGINE # 2 SPEC ENGINE This engine uses Brodix SUPR "Spec" heads.

1. **Cubic Inch-** 365 cubic inch max. NO TOLERANCE.
2. **Block-** ANY CAST IRON
3. **Crankshaft-**ANY
4. **Rods-** Any Steel
5. **Pistons-**Flat Top Only

6. **Camshaft-** Any
7. **Heads-**Brodix SUPR spec heads. (No minimum cc's)
8. **Valves-** Any.
9. **Lube Systems-** ANY
10. **Intake-** Chevrolet engines must have a Brodix HVI intake with no modifications except for port matching $\frac{3}{4}$ " to FelPro 1206 Ford engines must have a Edelbrock Victor Jr. intake with no modifications except for port matching $\frac{3}{4}$ " to FelPro 1262.
11. **Exhaust System-**Any
12. Engine protest will be accepted on block, rods, pistons, cubic inch, intake and heads only.

ADDITION TO SUPR "SPEC" ENGINE PARAGRAPH* SUPR "Spec" heads with SUPR cast logos. Chevrolet SUPR "spec" head with SUPR cast logos. Ford SUPR "spec" head with SUPR logo on the outside and SPEC Logo on intake and exhaust ports.

1. Intake port opening NO larger than original opening and may be port matched. Chevrolet may use a FelPro 1206 gasket and FORD may use a FelPro 1262.
2. Chevrolet intake opening may be ground or polished $\frac{3}{4}$ " or NO farther into port than the closest edge of the closest letter of the SUPR logo. Ford intake opening may be ground or polished $\frac{3}{8}$ ". Intake port polishing will be allowed NO more than $1\frac{1}{2}$ " below the bottom of the original seat ring on the back side of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.
3. Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.
4. Polishing will be allowed in exhaust ports as long as the original SUPR logo is NOT affected or port shape is not altered.
5. NO intake or exhaust port relocation, raising, enlargement, or reshaping of any type.
6. Valve angle may be altered up to $1\frac{1}{2}$ degrees from factory specifications by angle milling only. Valve placement may not be altered in any way. Factory specifications are 23 degrees Chevrolet; 20 degrees Ford. NOTE: Tech Man has and will be using, Brodix supplied checking templates and tools on the SUPR head. DON'T GO past these points or templates and tools will disqualify you.

7. In the rules above, if it doesn't say you can, then don't. NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal. SUPR logo must remain, with NO changes, in all locations.

ENGINE #3:

GM 604 Crate Motor stock per GM manual.

ENGINE #4

GM 525 Crate Motor per GM manual. Minimum weight 2200 after race with driver.

FUEL SYSTEM

1. **Fuel**- gasoline ONLY
2. **Carburetor**- any 4 Barrel.
3. **Fuel Pump**- any mechanical, NO ELECTRIC.
4. Fuel cells MANDATORY (mounted in metal cans)

IGNITION SYSTEM.

1. No DIGITAL devices are allowed. No Driver or Computer controlled spark timing devices are allowed. No programmable or memory devices are allowed. Only ANALOG Ignition boxes are permitted. The following ignition boxes are the only approved units for this track:
 1. MSD 6200
 2. MSD 6400
 3. MSD 6401

4. MSD 6420
 5. MSD 6430
 6. CRANE 6000-6410
 7. GM 10037378
2. All boxes must have a 6 pin male shroud Weatherpack connector with male pins installed on the ignition box. The MSD 6401 and 6430 and Crane 6000-6410 have this connector factory installed. If your box does not have this connector, then you may install it yourself using Nelson Specialties P/N 38048K or P/N 38048KL, MSD P/N 8170. The wires must be installed in the connector in the proper order.
1. 12 volt ignition (RED)
 2. Tach signal (BROWN or WHITE)
 3. Coil (-) (Black)
 4. Coil (+) (ORANGE)
 5. Dist (-) (GREEN or BLACK inside shield)
 6. Dist (+) (VIOLET or RED inside shield)
3. If using an MSD box, the WHITE Points wire must be cut off within 1" of the box and sealed.
4. If a REV LIMITER is used, it must be built into the ignition box. No external rev limiters will be permitted.
5. Other than the above referenced 6 pin connector, the only other wires permitted to enter or exit the ignition box are the 12 gauge RED and BLACK Power and Ground wires.
6. **IGNITION HARNESS:** The Ignition system must have a separate wiring harness that is independent and not part of any other wiring in the car. The ignition wiring harness recommended but not required for use in competition at this track is produced to our specification by Nelson Specialties, Inc. Mooresville, NC The Part Number is 10248 Visible. It may be purchased directly from them or from the track parts truck. The harness must be used as manufactured. **NO CUTTING OR SPLICING IS PERMITTED!**

7. **Ignition Switch:** A SPST (Single Pole Single Throw) toggle style switch is required to turn the ignition On and Off. Only the battery power, Ignition Activation, and Tach power wires may connect to this switch.
8. No devices of any type are allowed that interfere with the ignition signal.
9. Digital or Analog readout tachometers are permitted. Memory recall is permitted.
10. MAGNETOS ARE NOT ALLOWED.
11. Crank trigger Systems with a single pickup are allowed.
12. Two way radios must be independent (not connected) of the cars electrical system. Only 1 radio and 1 PTT switch will be allowed in each car.
13. Ignition Box Protest: If you feel that the ignition box of the car finishing directly in front of you has a modification or device to aid in traction control, you may file a protest by posting a \$600.00 fee. The protested box will be impounded and checked by a test facility. If the box is found to be legal, the box owner will receive \$500.00 of the protest fee. The track will retain \$100.00 of the fee. If the box is found to be illegal, the track will keep the box and the protest filer will receive \$500.00 of his protest fee. The track will retain \$100.00 of the protest fee.

DRIVE LINE

1. **Clutch assembly-** ANY
2. **Flywheel-** ANY
3. **Transmission-** ANY *Must have working reverse.
4. **Drive shaft-** ANY
5. **Rear End-** ANY
6. Must have operational 4 wheel braking system. Proportioning valve permitted.

TIRES:

American Racer SPEC 48 or 56.

Steel or aluminum wheels only. No carbon fiber or titanium.

Left Front, Right Front, Left Rear – Hoosier spec 1350 or American Racer spec 48.

Right Rear – Hoosier spec 1350 or NRM 1350 – American Racer Spec 48 or open 48.

SAFETY MANDATORY

1. **Roll cage-** MANDATORY-Must have minimum of three (3) bars in drivers door. No aluminum or titanium cages permitted.
2. **Window net-** MANDATORY
3. **Fuel cell-** MANDATORY (mounted in metal can)
4. **Seat belts-**Five (5) point system- MANDATORY
5. **Wind shield screen-** MANDATORY
6. **Fire extinguisher-** with gauge, mounted in a quick release harness in reach of driver-MANDATORY
7. **Battery-**Must be mounted outside of drivers compartment or in enclosed bolted down metal box.
8. **Fuel lines-**must be under car or in tubing.

Please see 'Safety Rules' for more information.

Street Stock Rules

Stock auto unless otherwise stated.

BODY

1. Stock appearing American factory cars or ½ ton 2 wd trucks only 102" minimum wheel base. No Jeeps.
2. Rubber nose O.K. for type of car running. If no after market nose is available, may run alternate nose if approved by track. Nose and tail must match (example: Monte Carlo nose must run matching Monte Carlo tail piece)
3. Must run complete enclosed cockpit. No open holes through firewall to driver's compartment allowed. Must have front & rear fire wall. Does not have to be in stock position.
4. **Spoilers**- Maximum blade width 6" May run side spoilers 6" Height by 12" long. May have one 4" spoiler inside car.
5. May cut hole in hood for air cleaner with max. 4 ½" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner. Cold air box O.K.
6. **Weight-Engine #1** 3100 lbs. After race with driver. **Engine #2** 2900 lbs. After race with driver. Must have required weight for engine run on hood in 2" tall letters.
7. No exposed bars.
8. Body must sit on frame in O.E.M. position.
9. After market bodies (Five Star, Performance Bodies, Etc.) allowed. Must be approved by track. Body must be same manufacture as chassis (Chevy on Chevy, Ford on Ford, etc.) Must have rear bumper covers.
10. ALL bodies must have original body lines. Deck lids must be flat. Maximum 1" rake front to back.
11. All body panels should represent same year/model throughout theme of car. (exp. Monte Carlo nose, Monte Carlo doors, Monte Carlo roof.. etc..)

CHASSIS & SUSPENSION

1. STEERING-STOCK TYPE- Quickeners O.K.
2. Front spring spacers O.K. Adjustable cup OK. Rear springs - jack bolts O.K. Springs must remain in stock position forward and aft, and left and right. Spring buckets or cans OK. Height of spring may be higher than stock location.
3. Springs may be changed (racing springs, different lengths).
4. A-Frames, Upper may be tubular steel or modified O.E.M. Lower control arm must be O.E.M. for frame used, must remain unaltered in stock position. Stock or stock replacement ball joints only. Must be O.E.M. rear trailing arms. May cut rear top control arm to adjust pinion angle. May be reinforced, & use monoball. Lower arms cannot be adjustable & must be stock length. Spindle savers-OK.
5. **Shocks- Front Bilstein #AK1043 only. Rear Bilstein #SSR1 only** Front shocks must remain in stock location. Front shock mounts may be moved up (vertically) to prevent bottoming out with 3" Max. from stock location. Rear shocks can be moved. Heim joints on shocks O.K. No adjustable or aluminum shocks allowed. Heim joints allowed only where stated.
6. **Engine setback** - #1 spark plug even with center of top ball joint.
7. Framework may be reinforced. Uni-body cars (frames) must have stock floor plan and must be in stock location. Tubing may run from front-most rear spring mounting points (at intersection of frame and rear portion of the uni-body) to the first turn-up of the front frame rail only. Mounting points for front frame rails must remain bolted in position. Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location (shock mounting points may be reinforced).
8. Front and rear wrecker pickups made from chain are MANDATORY.

ENGINE #1

1. Engine must be the same make as car, may be balanced.
2. **Cubic inch-** Chevy- 365max.- cubic inch NO TOLERANCE
Ford 365 max.- cubic inch NO TOLERANCE, Chrysler- 374 max.- cubic inch NO TOLERANCE. NO Vacuum Pumps, may vent to header.

3. **Block**- cast iron O.E.M., maximum over bore .060. No after market or Bow Tie. Studs and strapping caps is O.K. Steel caps O.K.
4. **Crankshaft**- factory stock for engine running. May run Eagle or Scat aftermarket crank. Steel or Cast steel. Minimum weight: Steel 50 lbs, Cast 47 lbs. Eagle part number: ESP 103503480 (2 pc. Seal) ESP 103523480 (1 pc. Seal) Scat part number: 9-10442 (2 pc Seal) 9-10526 (1 pc Seal) NO CUTTING ALLOWED except for minor balancing (Tech man discretion). No polishing or lightening. May cross drill oil holes, chamfer oil holes, large radius allowed on bearing journals.
5. **Rods**- any steel rod; may be reworked, can float pins.
6. **Pistons**-any flat top.
7. Intake-Factory stock or Edelbrock Box Stock 5001. Any other aftermarket intake (as cast) MUST add 50 Lbs.
8. **Heads**-cast iron O.E.M. straight plug only, double hump O.K. No BowTie, Vortec, or after market.(.250) ¼" blend from the top of the valve seat, may have competition valve job, with bowl cut. Bowl cut must be concentric and in line with valve guide. Bee Hive springs OK.
VALVES-Steel, No Titanium- Chevy-intake=1.949 exhaust=1.509 all others stock from make. Screw in studs, poly-locks, guide plates, stud girdles-O.K. Any steel retainer, stock size valve springs only. Roller rocker arms O.K. NO Shaft rockers.
9. **Camshafts**-.500 max. lift checked at valve. Hydraulic will be checked with solid lifter and .000 lash. Solid will be checked with .025 lash period. LIFTERS- any Flat tappet Stock diameter, may plug or install vent pipes or screens in lifter galley. May run Lifter valley pan. Flat tappet cams only. GM to GM, Ford to Ford.
10. **Oil pan**- ANY
11. **Exhaust System**- Any standard 4 into 1 collector header. Any length pipe, must stay same diameter.. No coatings allowed. No tri-y's- No "X" or merge type pipes allowed.
12. **Balancer**- Any.
13. **Carburetor**- May run stock, may remove choke flap. Chevy-Quadrajets-FORD-Motorcraft (single line only) No spacer allowed. OR Box stock 650 Holley #4777. May remove choke flap, may drill holes in butterflys. Must pass track gauges. (May change jets, power valve). No four corner idle screws. 1" max. thickness

spacer.

14. Timing Chain, gear set, or wet belt cam timing O.K. NO dry belts.

ENGINE #2

1. GM crate motor only part #88958604. All engines must stay at factory specs. Two item protest.
2. **Carburetor**-Any 750 CFM carb or smaller. Maximum 1 11/16 (1.6875) base plate. No expectations. (Measured with go-no gauge) Billet base plates may be used. (.780 maximum) 1 inch carb spacer (0 tolerance) ; Spacer may not protrude into carb or intake at any point. One gasket per surface, 0.070 maximum. No fuel injection, nitrous oxide, or other type system allowed.
3. May run MSD Type 6 box with 1 rev limiter plug/chip. 604 may run HEI distributor

FUEL SYSTEM

1. **Fuel**- Track fuel VP ONLY Must pass track test.
2. **Fuel pump**-stock type, mechanical only.
3. **Fuel cell**- MANDATORY (MOUNTED IN METAL CAN)

IGNITION

1. Stock appearing distributor with stock appearing module. May lock advance or change springs.
2. Any plug and plug wires.
3. **Coil**- ANY (No MSD) No amplifier ignitions allowed.
4. Brass distributor gear O.K.

DRIVE LINE

1. Clutch single disc, stock or stock replacement clutch only. Must have solid lining only. NO triple discs.
2. **Pressure plate**- stock or stock replacement, steel only. Pressure plate must weigh a minimum of 13 lbs (this is to be weighted alone) If it is determined that the plate has been modified or altered it will be illegal.
3. **Flywheel**- Stock or stock replacement steel only. 14 lbs. minimum weight. Z28 OK.
4. Scatter shield or 3/16" plate around flywheel area- MANDATORY
5. **Transmission**- Stock type with working reverse. Automatics must have stock OEM working converter. NO Powerglides. Must be Chevy in Chevy, Ford in Ford etc.. Must have been a production transmission for a Ford or GM. Must have working reverse. May have any modifications (may remove gears, may have straight cut gears).
6. **Drive shaft**- steel only. 1 1/2" minimum diameter.
7. **Rear end**- Stock factory or 9" Ford. Any ratio O.K. Posi-traction or locked O.K., Floater O.K. . 4.5" maximum – 3.5" minimum from the center of the axle tube to the center of the trailing arm bolt. (Any additional holes must be removed)

BRAKES

1. **Stock type**- 4 wheel disc O.K., no after market, no aluminum. Must have operational 4 wheel braking system.
2. Racing pedals O.K. Adjusters O.K.

TIRES AND WHEELS

1. **Tires**. American Racer p265-60/15 soft or medium compounds. Hoosier 500 tires. (Hoosier & American Racer - 3.10.16 rear tires must be Mediums or harder – 5/1/16 RF must be Medium or harder – 6/1/16 LF must be a Medium or harder)
2. Tires must conform to 'benchmark sample' provided to the independent laboratory.

3. 8" maximum width steel wheels. Large wheel studs O.K. Bead locks legal.

Protest: (Two things only) \$300.00 with track retaining \$100.00

* **Bottom end only protest:** \$600.00 with track retaining \$100.00 Crank will be weighed with gear and pilot.

* **Under hood visual protest:** \$50.00 straight fee to look at carb and exhaust.
(After heats only)

* **Tire Chemical Protest:** \$100.00 per tire to protest. \$100 per tire acceptance fee.
3 grooved strips removed from tire & sent for lab testing.

* **Fuel Protest-** \$50.00

Shock buy rule: front \$80 each. Back \$110

Renegade Rules

Stock unless otherwise stated.

BODY

1. Stock appearing American factory cars or ½ ton truck, two (2) wheel drive only. 102" wheel base minimum. No Jeeps.
2. Rubber nose O.K. for type of car running.
3. Must run complete, enclosed cockpit. Must have steel floor pan under driver. Front firewall location may be moved for engine clearance. Firewall may be replaced-aluminum or steel material only. Top & Quarters must be stock looking. Deck height not to exceed 1" higher than stock. Doors & fenders may be aluminum. Cars must remain stock appearing.
4. **Spoiler**-maximum height 6". May run side spoilers. 6" high x 12" long. May have one 4" spoiler inside car.
5. **Weight**- 3200 lbs. After race with driver.
6. No exposed bars.
7. Body must sit on frame in OEM position. AR Bodies approved.
8. NO cold air boxes, may cut hole in hood for air cleaner with 4 ½" max. tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.
9. Rear tail area height & deck area width must remain within 2" of stock measurement. All nose & tail pieces cannot be altered from stock.

CHASSIS AND SUSPENSION

1. **Steering**- stock type-NO AFTER MARKET.
2. Front spring spacers O.K. Front & rear adjuster cups OK. Rear screw jacks allowed rear Spring buckets can't be taller than 6" from stock height.
3. Springs can be changed.
4. A-Frames, Upper may be tubular steel or modified O.E.M. Lower control arm must be O.E.M for frame used, must remain unaltered in stock position. Stock

type replacement ball joints only.

5. **Shocks- Front Bilstien #AK1043 only. Rear Bilstien #SSR1 only.** Front shocks must remain in stock location. Front shock mounts may be moved up (vertically) to prevent bottoming out with 3" Max. from stock location. Rear shocks can be moved. Heim joints on shocks O.K. No adjustable or aluminum shocks allowed. Heim joints allowed only where stated.
6. **Engine Location:** # 1 sparkplug in line or in front of top ball joint. 0 tolerance.
7. Framework may be reinforced.
8. Front and rear wrecker pickups made from chain are MANDATORY.
9. Remote power steering reservoirs are legal.
10. Steering quickeners are legal.

ENGINE:

1. Engine must be same make as car. Engine must be STRICTLY STOCK. NO factory high performance allowed.
2. **Cubic inch-** Chevy- 350 C.I.- Ford - 351 C.I.-Chrysler - 360 C.I.
3. **Block-**stock cast iron OEM, may overbore .060 MAXIMUM- NO TOLERANCE! May deck block to .000 deck only NO TOLERANCE
4. **Crankshaft-** Factory stock for engine running or Scat part # 4-350-3480 or Eagle part # ESP103503480 & ESP103523480 only. NO CUTTING ALLOWED.
5. **Rods-**factory stock for engine running OK. NO WORK ALLOWED OF ANY KIND. May run any rod bolt. May run Eagle rod part #ESP5700BPLW or Scat part # SCA-25700P. Floating pin OK.
6. **Pistons-** May use any flat top or dish stock replacement piston, forged or Hypereutectic. Flat top piston must have 4 valve reliefs (factory). NO custom machining allowed, must use standard (wide) ring package 5/64th", 5/64th", 3/16th". Coating on skirts OK.

7. **Intake**-factory stock, cast iron, low rise only. Valley pan OK. NO AFTER MARKET INTAKES ALLOWED
8. **Heads**- factory stock, cast iron OEM straight plug only, screw in studs allowed, must be 3/8" STD. NO high performance or double hump allowed. NO BLEND WORK ALLOWED. No less than 70 CC. Competition Valve job OK, may not bore below guide boss. No roller rockers. Any steel valve spring. Any steel retainer. POLYLOCKS O.K. GUIDE PLATES O.K. Stock diameter Stainless steel valves OK. May run roller rockers 1.5 ratio for chevy, 3/8 stud, no stud girdles allowed. Buy rule of \$225. For other engine manufactures stock rocker ratio.
9. **Camshaft**- MUST BE Flat Tappet HYDRAULIC LIFTERS ONLY. Any timing chain. May degree camshaft. Cam must be OEM .425 maximum lift for Chevrolet; others will be .450 maximum lift.
10. **Oil pan**- Any wet sump.
11. **Exhaust System**- Any standard 4 into 1 collector header. Any length pipe, must stay same diameter.. No coatings allowed. No tri-y's- No "X" or merge type pipes allowed.
12. **Balancers**-factory stock. NO AFTER MARKET.
13. **Exhaust EVAC** system OK.

FUEL SYSTEM

1. **Fuel**-Track fuel ONLY. Must pass track test.
2. **Carburetor**- OEM Stock single line 2 barrel or 4 barrel for make. Must use stock or stock replacement gasket. May drill holes in butterflys. No spacer allowed. NO HIGH PERFORMANCE. Or may run box stock Holley 650 #4777. No 4 corner idle screws. May run 1" adapter for Holley carb. to stock manifold with no more than (2) .070" thick gaskets. May remove choke flap. May drill holes in butterflys. Must pass track gauges. May run maximum 2" air cleaner riser.
3. **Fuel pump**- stock OEM only.
4. Fuel cell MANDATORY (mounted in metal can)

IGNITION

1. Stock appearing distributor with stock appearing module. May lock advance and/or change springs.
2. May run brass distributor gear.

DRIVE LINE

1. **Clutch**- factory stock OEM style clutch, NO HIGH PERFORMANCE.
2. **Pressure plate**- factory stock OEM style, NO HIGH PERFORMANCE. Pressure plate must weigh a minimum of 13 lbs (this is to be weighted alone) If it is determined that the plate has been modified or altered it will be illegal.
3. **Release bearing**- Hydraulic bearings OK. May run hydraulic slave cylinder.
4. **Flywheel**- factory stock. May resurface, NO lightening. 14 lbs. min. weight. Z-28 O.K.
5. Scatter shield or 3/16" plate around flywheel area- MANDATORY.
6. **Transmission**- factory automatic or straight drive. Must have all working gears.
7. **Drive shaft**- Factory steel only. 1 1/2" minimum diameter.
8. 9" Ford rear-end is legal. Any ratio O.K., May be locked. Floater allowed. 4.5" maximum – 3.5" minimum from the center of the axle tube to the center of the trailing arm bolt. (Any additional holes must be removed)

BRAKES

1. Stock type 4 wheel disk O.K., NO AFTER MARKET, NO ALUMINUM. Must have operational 4 wheel braking system.
2. Racing pedals O.K., Brake adjusters inside of car O.K.

TIRES & WHEELS

60 or 70 series street tire. American Racer p265-60/15 soft or medium compounds. Hoosier 500 tires. (Hoosier & American Racer 3.10.16 rear tires must be Mediums or harder – 5/1/16 RF must be Medium or harder – 6/1/16 LF must be a Medium or harder)

1. Wheels and tires maximum 8". Beadlocks OK- Outward facing only.
2. Large wheel studs and lugs nuts OK

Protest: (Two things only) \$300.00 with track retaining \$100.00

* **Bottom end only protest:** \$600.00 Option 1: Weigh crank/check journals, visual rod and piston from the bottom. Crank will be weighed with gear and pilot. Option 2: Remove rod and piston from engine and visual crank/check journals in place.

* **Under hood visual protest:** \$50.00 straight fee to look at carb and exhaust.
(After heats only)

* **Tire Chemical Protest:** \$100.00 per tire to protest. \$100 per tire acceptance fee. 3 grooved strips removed from tire & sent for lab testing.

* **Fuel Protest-** \$50.00

Shock buy rule: front \$80 each. Back \$110

Pure Street Rules

Stock auto unless otherwise stated.

GENERAL: Track has the right to check this every week.

1. No nitrous or traction control.
2. May run engine fan. No electric.
3. May run air breather.
4. Ford solenoid O.K.
5. Radiator and fan shroud may be made of aluminum.
6. No lead or any weight may be added to car.
7. No DOT racing tires.
8. **Tires-** any 70, 75, or 78 series street legal DOT tire. Tires do not have to be the same size. No truck, mud grips, high performance, directional, special order, snow, trick gumball, fancy, or exotic tires of any kind.
9. Wheels must be stock steel or may run aftermarket nomad spoke wheels. (Wagon Style) 7" stock offset wheels only. No bead-locks. 14" or 15" rims only. Large 1" wheel nuts O.K.
10. Battery may be moved to inside drivers compartment and must be enclosed and securely mounted.
11. Roll cage required. Must be 4 point with three drivers side bars and two right side bars minimum. No bars may pass through firewall front or rear.
12. Fuel cell mandatory. 22 gallon max. Hole in trunk may have 3" clearance cut around fuel cell. Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.
13. Must have steel firewall where back seat was.
14. Exhaust must be stock cast iron. No center dump manifolds. No X pipes or H pipes. Factory Y pipe O.K.
15. Stock brakes only.

BODY: Visual protest only.

1. 1968 or newer American made car.
2. Complete stock body must be retained.
3. May use steel 2" below factory crease for quarter panels but must look stock and I do mean stock.
4. May use steel for doors but must look stock and I do mean stock.
5. May run rubber nose-top part only.
6. No cutting, channeling, chopping, or shortening.
7. Hood hinges may be removed. May use hood pins to hold hood down.
8. All chrome, plastic, and glass must be removed.
9. Steering column must remain stock but may use quick release steering wheel.
10. All firewall holes must be covered.
11. Must have stock firewall in original location.
12. May replace dash with sheet metal.

WHEELBASE/FRAME:

1. Stock only.

ENGINE-BOTTOM END:

1. Engine must be strictly stock for that make and model and in original mounts.
2. Repaired engine parts must be approved.
3. No high performance engines or special order parts.
4. .060" overbore max.

5. Stock blocks only.
6. Must be stock replacement low compression piston. Speed Pro H423NCP O.K. (see next page)
7. No flat top 4 eyebrow piston. Must be dished.
8. Pistons must be at least .009" in the block.
9. No bottoming of lifters.
10. Stock crankshaft.
11. No knife edging, lightning, etc.
12. Cast crank must weight 48 pounds.
13. No stroking or destroking.
14. No balancing other than factory. Tech man discretion.
15. Journals may be turned no more than .060".
16. Rod width may not be less than .940".
17. Stock timing chain.

HEADS:

1. Heads cant vary more than 4 cc's from stock.
2. No angle milling.
3. Stock size of valve for make and model.
4. Valve springs can be Z-28 springs.
5. Shims can be used under valve springs with a limit of .060" per spring.
6. May use offset locks but not with shims. Must be either or, not both.
7. Rocker arms must be stock.

8. No porting or polishing.
9. Steel valves only.
10. Stock stem diameter.
11. Cannot run 993 heads.

INTAKES:

1. Stock cast iron.
2. No holley pattern factory intakes.
3. Aluminum intakes on factory original cars must remain unpainted.

CARBURETOR:

1. Must be a stock 2 or 4 barrel only.
2. No modifications except for choke flap removal.
3. No removal of choke horn.

CAM:

1. Chevy .390"-.410" lift. 112 centerline with 4 degrees variance. Other makes and models will refer to factory specs.
2. Must be stock lift for model with at least 18" of vacuum at 1000 rpm.
3. Cam will be checked for duration of stock model. Cam will be removed from the engine for this protest.
4. Hydraulic cam and lifters only.

TRANSMISSION:

1. Automatic transmission only-no powerglides.
2. Torque converter must be stock or stock replacement. 12" minimum diameter.
3. May have a cooler mounted in drivers compartment.
4. Must have all working gears. (see next page)
5. May run an aftermarket shifter.

DRIVE SHAFT:

1. Has to be stock for model of car.
2. No carbon fiber.
3. A "U" or square safety loop on the front of drive shaft assembly is required.

IGNITION:

1. Stock or stock replacement ignition.
2. Stock or stock replacement distributor only.
3. No altering of firing order.

REAR END:

1. Must be stock for make and model.
2. No gear lower than 3.42 ratio.
3. May weld spider gears.
4. Factory positraction rear O.K.
5. Shocks have to be in stock location.

6. No lightening of any parts.
7. All components must be made of steel.

SUSPENSION:

1. Stock only.

PROTEST AND CLAIM RULE:

1. **Protest bottom end only-\$600.** Remove rod and piston from engine and visual crank/check journals in place.
2. **Protest any 2 items-\$300.** If cam is one of the two items selected, it will include lift, lifters, and rockers. (no cam duration/centerline)
3. **Protest cam only-\$300.** It will include lift, lifters, rockers, and duration/centerline. Cam will be removed from the engine.
4. **Acceptance fee-\$100.**
5. **Track keeps-\$100.**
6. **Claimer rule on transmission-\$400** May claim torque converter for an additional-\$100.

Looking for small or unimportant errors or faults (Nitpicking) will not be tolerated or allowed as protest items. Tech man has final say.

Stock Four Rules

BODY:

1. Any two or four door foreign or domestic car with a 94-101.5 wheelbase. Wheelbase must match make and model of car.
2. May have a complete aluminum body but must retain stock shape and appearance.
3. Inner panels may be removed.
4. NO FWD or MID Engine Cars.
5. Must have floor pan on both sides to rear of front seats.
6. Must have a rear firewall or drivers compartment must be boxed in.
7. After market nose piece OK. MD3 nose OK molded fenders must mount flush on top and sides of fenders and no wider than 1 inch outside of tires.
8. May run a 6 inch rear spoiler – can't go over side of quarter panel – no wider than the width of the car – spill plates OK spill plate measurements bottom is 16 inches rear 8 inches high 4 inches across the top rear and 4 inches high in the front.
9. Interior spoiler no more than 4 inches high and NO higher than dash.
10. Rear bumpers must **NOT** extend past the inside of the rear tires **unless** it has a bumper cover or turns forward (if turned forward must be on a 90° angle **NO SHARP CORNERS / EDGES**)
11. 68-inch maximum width at **ANY** point.
12. 38-inch maximum ground to deck (bottom of spoiler).
13. Aluminum ok to close rear of car **MUST** come down to frame rails (No holes or flaps)
14. May use lexan in rear windows.
15. Must run hood.
16. Breather may stick through hood.

17. Cold air box ok but air holes in hood only not in firewall.
18. May have hole in firewall big enough for the header to pass through (tech discretion if hole is to big).
19. May replace top ¼ of firewall with steel or aluminum (this doesn't mean the whole firewall) no lower than original master cylinder hole in firewall. No holes above or below the deck.

** Acceptable body infractions will result up to a 50lb weight penalty in the area of the infraction**

** All body infractions are not acceptable tech mans discretion**

CHASSIS/SUSPENSION:

1. Must have a roll cage and all safety equipment.
2. Roll cage must be secured to the unibody.
3. NO Tube Chassis Allowed.
4. May tie chassis together by splitting floor pan and put square tubing in from the top and may stick through floor pan **BUT NOT** totally underneath.
5. Square / roll cage tubing from strut towers forward is acceptable.
6. May use square tubing or roll cage material from back of shock mounts to rear of car must be straight no angling of material.
7. All A frame and trailing arm's must be stock and mounted in **STOCK** location (may cut lower A frame for caster / camber adjustments)
8. May cut Top trailing arm (s) or re drill for pinion angle only.
9. Lowering blocks ok.
10. Caster / Camber plates ok.
11. Adjustable buckets or Jacking Bolts are ok (Buckets or Jack Bolts may be raised for spring travel)

12. May cut pan hard bar must be **NON ADJUSTABLE**
13. Mono Balls Allowed
14. **Stock Mounted** body shocks may have heims (bottom only) may be adjustable
NO CANISTER STYLE SHOCKS ALLOWED
15. May adjust shocks for travel but not change the angle of the shock (not mounted to roll cage)
16. Offset in steering rack ok.
17. Bump steer Not Allowed
18. ** \$150 buy rule per shock **
19. ** \$300 buy rule per strut **

BRAKE SYSTEM:

1. 4 wheel disk brakes permitted must have OEM components.
2. Dual master cylinder permitted.
3. 3 wheel brake shut off permitted
4. No adjuster or cut off in reach of the driver.
5. Stock rotors and drums **No** lightening but may remove caliper and rotor on **RF Only** (Ford on a Ford Toyota on a Toyota).

WHEELS & TIRES:

1. Wheels 8" maximum width. Bead locks ok (bead lock must face outward).
2. Hoosier 400's only (**NO GROOVING or SIPPING**)
3. No chemicals allowed (see protest)
4. Needling allowed

REAR ENDS:

1. Any stock up to 8.8 for make of car.
2. No gun drilled axles (may weigh axles to compare if necessary)
3. No full spools
4. Mini spool OK
5. Housing cannot be modified for gear clearance.
6. May lock rear end by weld, mini spool, limited slip (limited slip unit must be stock NO aftermarket units).
7. Cut gears must add **25lbs.**
8. If gears are polished must add **20lbs.** (if cut and polished add both penalties)

**** ENGINE ALL PARTS OF ENGINE MUST HAVE BEEN AVAILABLE ON CARS & TRUCKS SOLD IN AMERICA. NO FRONT WHEEL DRIVE HEADS OR INTAKES ect CAN BE USED ON A REAR DRIVE MOTOR****

Engine option #1 S.C. Stock 4 type weight / lb 2000lb Minimum. See CC's weight:

1. Stock engine location – no set backs
2. No engines with more than 2 valves per cylinder
3. Ford in a Ford: Toyota in a Toyota
4. No rotary or turbo or double over head cam engines permitted
5. OEM blocks only .080 over bore max. +. 01 for wear – not to exceed 2500cc + .08 over bore.
6. Aluminum cam gear or pulley allowed
7. Any Steel connecting rod- no aluminum or titanium
8. NO titanium wrist pins
9. Only Babbitt style bearings Allowed (No roller bearings) coated ok
10. Stock crank with stock stroke + .01 tolerance.
11. NO AFTERMARKET CRANKS (stock lightened crank must add **50lbs** in front of firewall)
12. All engines must use an in-block wet sump oil system.
13. Racing oil pans permitted
14. NO dry sumps allowed
15. Any flat top piston – Toyota 1600 and 1800 may run dome of .235 tall only. (.267 dome must add **50lbs**)
16. Formula for cc's- bore X bore X .7854 X stroke X 4 = cid then divide cid into .061 tolerance is .01 for wear.
17. May have E-Vac to header only NO VACCUM PUMPS
18. May run electric water pump
19. May run electric fuel pump
20. Ignition – stock or Mel's Ignition ONLY (NO BOOSTERS on Ignition). (No Traction control allowed)
21. Radiator must be mounted in front of engine.

HEADS:

1. MUST HAVE BEEN AVAILABLE ON U.S. CARS FROM FACTORY
2. OEM may be changed from one size engine to another with out modification.
3. May have competition valve job with any angle or depth must not touch bottom of valve boss.
4. All angles MUST be concentric with valve guide.
5. Any steel valve stock diameter may be undercut stem + .009 tolerance.
6. Valve stem must be stock diameter for year model of head. (No 7mm valve stem in a Ford)
7. Double valve springs ok must be steel
8. Beehive valve springs ok must be steel
9. Any steel retainer
10. Lifter has to be stock diameter – solid ok
11. NO PORTING or POLISHING

INTAKE:

1. OEM only
2. No fuel injection manifolds
3. May modify for carburetor but must be approved before race by **MMSA** tech.
4. May bore straight down for clearance - NO RADIUS or BLENDING

CARBURETOR:

1. Stock carburetor or Holley 350 cfm (#7448 or 0-80787-1) or Holley 500 cfm #4412 must pass no go gauges.

2. Must have air horn with number.
3. Float bowl must face forward
4. May cut end of screws and have holes in butterflies
5. No thinning of shafts
6. No polishing or grinding
7. Spacer and adapter – any 1” max thickness together – **NO TOLERANCE**
8. 2 gaskets @ .07 thickness maximum each

CAMSHAFT:

1. Solid or Hydraulic **NO ROLLERS**
2. Maximum .425 lift at valve with .025 lash at valve for solid
3. Hydraulic ANY LIFT
4. No swapping of any lobes – must be in stock order
5. No roller or needle bearings stock type only coated ok

FLYWHEEL & CLUTCH ASSEMBLY:

1. Stock flywheel must weigh 16lbs
2. Must have stock or stock replacement clutch and pressure plate
3. **NO LIGHTENING OF PRESSURE PLATE**
4. Only grinding or adding weight to pressure plate for balancing. No drilling of holes this will be considered lightening.
5. Studs for pressure plate ok (must be a purchased stud no custom machined studs allowed)
6. Cannot relocate pressure plate bolt hole pattern
7. Scallop flywheel add **50lbs**

TRANSMISSION:

1. **MUST BE STOCK** with all working forward and reverse gears.
2. Cannot remove or lighten gears.

DRIVESHAFT:

1. Minimum of 1 ½" diameter
2. Must be steel
3. Must have a safety loop
4. Must be painted white with number on it.

Engine Option #2 Ga Rules Cars 2300 Fords Only 2200lbs.:**BOTTOM END:**

1. Stock crankshaft NO lightening
2. .060 over bore permitted
3. 5.2 rod only can be aftermarket steel
4. May use racing oil pan
5. No dry sump
6. May be balanced
7. May run E-Vac NO VACCUM PUMPS
8. Ignition – Stock or MEL's Ignition only Radiator must be mounted in front of engine

HEAD:

1. Must be stock for make and model and available on cars from factory
2. Stock 1 piece replacement valve permitted (can be single lock groove). Racing valve springs permitted.
3. Any hydraulic (.455 lift max.) cam permitted. Checked with a solid lifter @ 0 lash.
4. Cam gear permitted
5. Stock cast iron manifold or header permitted
6. Shims under lifter permitted
7. NO PORTING & POLISHING PERMITTED

INTAKE MANIFOLD:

1. Stock intake and stock fuel injected (with adapter) permitted. **Note EFI intake used only with GA rules**
2. No sidewinder intakes permitted
3. No porting or polishing

CARBURETOR:

1. 1" spacer or adapter permitted
2. Holley 350 (7448) or 500 (#4412) carb. permitted. No polishing and porting. Must pass no go gauge.
3. Carburetor float bowl must face forward
4. Holes in butterflies ok

HEADER:

1. Spec Schoenfeild Fords may run # f-234v or # f-235v

2. Spec Schoenfeild Toyota may run # t-168 or stock manifold
3. These headers are the only ones allowed with SC type stock 4 rules.
4. .455 hydraulic head GA stock 4 type rules may run tri-y
5. **MMSA** tech must approve any .455 hydraulic cars not running a spec header.

CC Weight's, Weight Break's and Penalties:

1. Toyota 2tc & 3tc must weigh **2000 lbs. minimum**
2. Ford 2.0 must weigh **2150 lbs. minimum**
3. Any other than listed must weigh **1lb per cc**
4. HANS / Full Containment Seat **-25lbs** (1 or the other not for both)
5. Scallop Flywheel **+50lbs**
6. .267 Dome Toyota Only **+50lbs**
7. Cut / Lightened Ring Gear **+25lbs**
8. Polished Ring Gear **+20lbs**
9. Lightened Crankshaft **+50lbs** (in front of fire wall)
10. **-1lb** per lap burn off
11. **.5lb** tolerance at scales

Hornet Rules (Front Wheel Drive)

Stock unless otherwise stated.

1. 1980 or newer front wheel drive, 4 Cylinder passenger cars only. No all wheel drive or all wheel steering allowed. No station wagons, vans or pick-up trucks.
2. Body must maintain original dimensions, standard as from the manufacturer.
3. Floor pan, trunk pan, front and rear inner wheel wells must remain stock and in stock location.
4. Interior trim must be removed. (carpet, headliner, side panels, etc)
5. Hood must be held shut with at least 2 hood pins.
6. Must add at least 3 crash bars in front of driver.
7. Fabricated dash board OK.
8. Must add 20 gauge sheet metal cover rear of seat (where back seat was located)
9. Doors must remain in stock location.
10. Doors must be welded shut in an approved manner.
11. Doors may only have metal removed to allow for clearance around the roll cage door bars. NO OTHER REMOVING OF METAL PERMITTED!!!!
12. Fenders and quarter panels MAY NOT be trimmed for tire clearance.
13. The inner fenders/wheel wells must remain stock and un-altered.
14. Must have at least one hoop bar with 3 door bars on drivers door.
15. Aftermarket wing/spoiler OK on rear of car.
16. 1 1/4" bar to the radiator allowed for safety issue only. Radiator must remain in stock location.

ENGINE:

1. Engine must remain in stock location.
2. Stock 4 cylinder engine only. (2.2 max) Engine must remain stock as delivered by the factory.
3. NO Cosworth or rotary engines allowed, No quad-four engines allowed. NO turbo-charged or supercharged engines allowed.
4. All engines must be used in the model of car for which they were manufactured.
5. NO factory or after-market high performance components will be allowed in the engine or drive train.
6. Stock carburetor or fuel injection system for the make and model of car being competed.
7. Stock production air filter element required. NO high performance will be allowed. (K&N ok) NO cold air system allowed. Cone type must be bolted to intake.
8. Only water allowed in radiator and cooling system. NO anti-freeze allowed.
9. May remove exhaust pipe and mufflers.
10. Weight-2100 lbs.

SUSPENSION:

1. Only stock suspension parts allowed. NO cutting or lightening of suspension parts allowed. Springs MAY NOT be heated or shortened to lower car.
2. NO adjustable strut bushing or altering of stock location on shocks and struts.

WHEELS & TIRES:

1. All wheels on car must be the same size and offset. 7" racing wheel OK. Beadlocks OK. Must be outward facing.
2. Tires must have DOT stamp for highway use. No performance, trick, gumball, fancy or exotic tires of any kind allowed. No less than 300 tread wear rating

allowed.

3. Carolina Speedway reserves the right to disallow any tire from use in competition in the Extreme 4 class.

SEATS & BELTS:

1. Passenger seat and rear seat must be removed.
2. Aluminum racing seat recommended but may run stock seat. MUST run 5-point racing seat belts no matter which seat is chosen.

ANYTHING TO PROMOTE SAFETY MAY BE ADDED WITH APPROVAL FROM TECH. \$25 visual protest in Extreme 4 which must be filed 30 minutes before Main event.

After 1 win, driver must start his/her next race from the rear. ONLY exception is 4 Cyl. Natl's.

Buy rule: \$1500.000 -selling driver may keep seat, belts, steering wheel & fuel cell. Top 4 cars only eligible for buy rule. Must finish directly behind in finishing order to be able to take advantage of buy rule. Only drivers on same lap can claim. If more than one person claims, the driver finishing the farthest back gets 1st choice. (Top 5 finishing positions only) Each driver may only buy 3 cars per season. NO exceptions! Refusal of buy will result in loss of points & winnings for that race event. **Protest:** (Bore and Stroke, Head & Intake) \$300.00 with track retaining \$100.00

Swap rule: ONLY driver being bought will have the option to swap with driver who is buying. The driver being bought will keep \$200 of the \$1500 and buying driver will receive \$1300 back. If either refuses buy or swap, points & winnings are forfeited for that race event.

Computer Buy Rule: \$150- 1st-5th place finishers. Driver finishing farthest back gets first choice. Any driver that wins 3 features in a row will have their computer bought by the track. Track reserves the right to buy any competitors computer at any time.

