



2012 RULES

NEA Speedway 2011 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 for such events. These rules shall govern the condition of all events and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The owners of NEA Speedway have the right to reasonably and appropriately deviate from, or add to, this set of rules in order to protect the safety of the competitors and spectators and/or to promote greater competition. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM DEVIATIONS FROM, OR ADDITIONS TO, THIS SET OF RULES.

I. General and Safety Rules

A. Equipment and Safety Rules

1. All cars must have a working fire extinguisher mounted securely within the driver's reach.
2. All cars must have a minimum of three 1/4" rods in front of the driver. No concrete reinforcement steel.
3. All cars must be equipped with racing-approved safety harnesses and a racing seat.
4. Belts must be mounted with grade 8 bolts and according to the manufacturer's suggested methods.
5. All cars must have a window net over the driver's window -or- Drivers must wear arm restraints. Window nets are highly recommended, even when using wrist restraints.
6. Fuel cells are mandatory in all classes.
7. Drive shafts must be painted white, must have the car number on them, and must have a 360 degree loop around them.
8. All weight must be bolted to the car with at least two bolts and painted white. The car number must be on each piece.
9. *A steel scatter shield must be used in the Modified (when using and external clutch), Street Stock, E-Mod, and Factory Stock classes.*
10. All drivers must wear a full fire suit, gloves, and shoes.
11. All drivers must wear a full-face helmet with a SNELL rating of 95 or newer.
12. The driver must be completely separated from the engine compartment, fuel cell, drivetrain, and battery by an OEM or fabricated firewall or barrier.
13. No rearview mirrors or electronic devices are permitted.
14. Cars must have a front and rear bumper at a reasonable height for towing and pushing. Cars must have a loop or chain attached to the front and rear of chassis for wrecker hook-up.
15. Cars should be painted in a professional manner with numbers in contrasting colors on both sides and the roof of the car. The number on the roof must be able to be easily read from the press box.
16. Duplicate numbers are not allowed.
17. The driver and car owner must fill out a driver/owner information form in order to participate.
18. Roll cages are required in all classes. No screw joints allowed. The minimum requirement for all roll cages on all cars shall be an "A" shaped affair, constructed of 1 1/2" OD tubing, with bars running from the upper right corner to the lower left corner, and just the opposite on the other side, forming an "X" when viewed from front to rear. There must also be a cross bar on the top, 4 bars down the side, and 4 bars around the top to complete the cage around the driver. All roll bar tubes must be at least .095" wall thickness. The cage must have 4 kidney bars on the driver's

side and 2 kidney bars on the passenger side. A door plate is required. Gussets should be utilized.

B. Pit Safety Rules and Procedures

1. Please be mindful of spectators and crew members in the pit area, especially children.
2. Cars, tow vehicles, and pit vehicles should maintain a reasonable, slow speed in the pit area.
3. Track insurance does not cover any damage done to any personal property in the pit area.

C. Draw-in, Line-ups, and Starting Times

1. Each person that enters the pits must put the car number that they are affiliated with by their name on the pit sign-in waiver.
2. Every participant must draw a pill at the pill draw stand immediately after purchasing a pit pass and entering the pit gate. If a car does not draw in, it will be placed tailback in the heat and may not be scored.
3. The driver's name (not the owner's) and the car number must be registered at the draw-in stand in order to receive points and earnings for the night's event.
4. *The draw-in will end at 6:30 p.m. each night. Track officials cannot draw for any reason.*
5. If you wish to run tailback in the heat or feature, please notify the official at the draw-in stand.
6. *Hot laps will start at 6:30 and heats will start at 7:30 p.m. each night.*
7. All race line-ups will be posted on the pit board. It is the participant's responsibility to know when and where to line up.
8. The announcer will call for each race twice. Failure to line up on time will result in starting tailback.
9. If a car/s fails to make the line-up, all cars will move straight forward in line.
10. If needed cars must help pack the track. Refusal could result in the car being placed tailback for the heat and/or disqualification for the night.

D. Qualifying

1. Cars qualify for the feature through the heat races. The results of the heat races will determine the line up for the feature except where inverts apply.
2. Car count will determine the number of heat races. No more than ten cars will run in any single heat race.
3. No more than twenty cars will run in any single feature.
4. *Heat races will begin at 7:30 p.m. each night.*

E. Race Procedures and Substitutions

1. The race director has complete authority over the racing program.
2. All races will start coming out of turn four at the large tire. The pole position car shall set and maintain a reasonable pace prior to the start of the race and shall start the race at the large tire as the green flag is thrown.
3. Any car out of line or jumping the start twice will be placed tailback.
4. Failure to start after two attempts will result in cars being placed in a single file line for the third attempt.
5. After one complete lap, the first two restarts will be double file with the first place car alone in the front of the field. After the third caution, restarts will be single file. Anyone who passes or gets out of line on restarts before the large tire in turn four could be disqualified.
6. Each heat race will be eight laps or eight minutes in length. Feature lengths will be: Mod-20 laps, E-Mod-15 laps, Street Stock-15 laps, Factory Stock-15 laps, Mini Stock-12 laps, or one minute per lap. The clock will start on each race when the first green flag is thrown. If the time limit expires, cars will be given the two laps to go signal followed by the white and then the checkered flag. Track management may alter any race length on any race night as necessary or desired.

7. All races must be completed with a green-white-checkered finish unless the race must be called due to unforeseen circumstances.
8. Each race will automatically go to a green-white-checkered finish after the fifth caution.
9. *All cars involved in a caution will be placed at the rear of the field for the restart. This includes cars that stop or spin to avoid contact.*
10. If a track official stops a car on the track, the car will retain its position.
11. Any car stopping on the track to argue or complain will be disqualified.
12. Any car causing two cautions will be disqualified and asked to leave the track.
13. **DO NOT RACE BACK TO THE FLAGSTAND WHEN A CAUTION IS THROWN!**
14. Get into a single-file formation as soon as possible after the caution flag is thrown.
15. All restart line-ups will be taken from the last completed lap.
16. Drivers will be given two opportunities to get in line after each caution. Drivers who do not comply will be disqualified.
17. **DO NOT GO TO THE FLAGSTAND OR PRESS BOX DURING THE EVENT. IF THERE ARE QUESTIONS, SEE THE FLAGMAN/OWNERS AFTER THE EVENT.**
18. Any car two laps down and/or unable to maintain a competitive pace will be disqualified. This is for the safety of all competitors.
19. Any car dragging parts or excessively smoking will be disqualified.
20. All cars that finish must cross the scales after each heat race.
21. The top three cars will go over the scales and then to the tech area after each feature.
22. A driver may not drive in the Modified and E-Mod class in the same night.
23. If a substitution of any kind is made at any point during the night, track officials must be notified immediately in order for the driver to be scored. Failure to do so will result in the driver not being scored.
24. If a substitution is made after the involved class' heat races, the driver will start tailback in the feature.
25. A car can only run in one class per night. If a driver changes cars during the night, the substitute car must be from the same class as the original car.

F. Flags and Signals

Green-(Closed/Up)-The race will start on the next lap.

Green-(Waving)-Start the race.

Yellow-Caution on the track. Slow down immediately.

Red-Stop immediately due to a dangerous situation on the track.

Yellow and green-(Closed/Up)-Complete restart.

Black-(Closed)-Warning.

Black-(Open)-Disqualification, immediately go to the pits.

Blue and Orange-Move out of the groove, faster cars approaching.

Green and White-(Closed/Crossed)-Half way point of the race.

White and Checkered-(Closed/Up)-Two laps to go.

White-(Open)-One lap to go.

Checkered-(Open)-The race is complete.

Track Official-(Arm "Chopping")-Get into a single-file formation.

Track Official-(Arms Crossed)-Get into a double-file formation.

G. Sportsmanship and Discipline

1. All suspensions are up to the judgment of the owners of NEA Speedway and may be changed or adjusted at any time when deemed necessary.
2. Suspensions-First offense-Loss of points/earnings for the night and two week ban from racing. Second offense-Loss of earnings for the night, points for the night, half of all other points earned during the season up to that night, and two week ban from racing. Third offense-Loss of earnings for the night, all points for the season, and permanent ban from the facility.

3. Rough driving and unsportsman-like behavior will not be tolerated. Competitors and crew members who act in an unsportsman-like manner will be dealt with by the owners of NEA Speedway using all means necessary.
4. If you are black-flagged, drive directly to YOUR pit area.
5. **COMPETITORS ARE NOT TO RETALIATE AFTER BEING HIT ON THE TRACK!**
6. The driver is responsible for the actions of themselves, their crew, and their family members. A driver can be disqualified due to the actions of these people.
7. **DO NOT GO TO ANOTHER COMPETITOR'S PIT AREA TO ARGUE OR FIGHT!**
8. Fighting will result in automatic suspension from NEA Speedway. Law enforcement officials will be called if necessary.
9. Absolutely no alcohol or drugs are allowed in the pit or spectator areas. Law enforcement officials will be called if necessary. NEA Speedway will have a family friendly atmosphere.
10. All NEA Speedway staff members are to be treated with respect. This is especially true for those working the pit window and the pay window. There will be absolutely zero tolerance for racers or fans disrespecting employees of NEA Speedway. Violators will be barred from the facility for as long as NEA Speedway management deems necessary.

H. Points System and Scoring

1. Points are earned by the driver in the feature race only. The driver of the car must register at the draw-in stand in order to receive points. Anyone falsely driving a car will not receive points or earnings for that night and may receive further disciplinary action.
2. Points system: 1st-40, 2nd-38, 3rd-36, 4th-34, ... , 14th-14, 15th-12, 16th-last-10. The winner will receive forty points. Second place will receive thirty-eight points and every additional position will lose two points thereafter, down to ten points.
3. Pay is to be collected after the event at the main spectator entrance window. It is the driver's/owner's responsibility to pick up their pay for the night.
4. NEA Speedway employees at the pay window are to be treated with respect. There will be absolutely zero tolerance for racers or fans disrespecting employees of NEA Speedway. Violators will be barred from the facility for as long as NEA Speedway management deems necessary.
5. All winnings are paid to the car owner. Car owners will receive a 1099 tax form when total earnings reach federal tax code guidelines.

I. Protest Procedures

In lieu of an engine claim, NEA Speedway adheres to the following protest procedures.

1. All protests must be made within five minutes of the completion of a protested car's feature race.
2. Only a driver or car-owner in the same class as the car being protested can protest.
3. *In order to protest, the driver or owner must present the track tech official with \$250 and a written note naming the specific item to be inspected at the time of protest. \$100 goes to the track. If the protested car is found illegal, the protesting party will be refunded the remaining \$150. If the protested car is found legal, the protested party will be given the \$150.*
4. The protesting car must finish on the lead lap of the feature to earn the right to protest.
5. *Any specific item in the engine, suspension, drivetrain, etc. can be protested. The specific item being protested must be written down and presented to the tech official along with the money at the time of protest.*
6. Items other than those stated by the protesting party found illegal during a protest may be penalized at the discretion of NEA Speedway owners and tech officials.
7. If the protested car is found illegal, the driver will lose all points and earnings for the night.
8. If a driver or owner refuses to be protested, the driver will lose all points and earnings for the night.
9. A single car can be protested no more than three times in one season.
10. If a driver or owner refuses to be protested, it does not count as one of the three protests allowed on that car during the season.

11. NEA Speedway may inspect any part of any car at any time.
12. When "gray areas" are exposed in the rules, a decision will be made by NEA Speedway tech officials based on the performance advantage gained by the item in question.

J. Rain-Out Policy

1. If the event is rained out prior to intermission, tickets and pit passes sold will be honored at the next event.
2. If the event is rained out after the completion of the heat races, tickets and pit passes sold will not be honored at the next event. However, in the following event, a fifty percent purse increase will be awarded to those drivers present for both the rain-out and the following event, in the classes that were not able to complete their feature race on the night of the rain-out. A driver must race both nights in order to receive the additional purse money.
3. The rain-out policy for special events will be determined when necessary.

II. Modified

All General and Safety Rules apply.

A. Body, Chassis, and Weight

1. All cars must have steel plating at least 18 ga. or 0.049 inches thick on the driver's side door bars and floor board.
2. Composite body parts are not allowed except for roof leading edge rock guards and hood scoops.
3. The body must be approximately the same width front to back and be near parallel to the OEM frame.
4. The nose panel must remain within the perimeter of the front bumper.
5. Windows must have a suitable opening to allow for safe entry and exit and assistance from emergency personnel.
6. Sail panels may not extend forward past the back of the seat.
7. Rear spoilers are not allowed.
8. Wicker bills on the nose must not exceed 4" in height off of the face of the nose.
9. *A maximum of 6" of interior rake front to back is allowed if the rake starts at the front edge of the interior and continues to the back edge of the interior. If the rake starts behind the seat, only 3" or total rake is allowed. –or– The back of the car must not exceed 42" when measured from the ground to the top of the deck.*
10. A maximum of 5" of total rake front to back is allowed in the roof.
11. All cars must have at least 3 bars in the windshield area in front of the driver. See general safety rules for further explanation.
12. All cars must have a properly installed racing seat. The bottom of the seat must not extend below the bottom of the frame rails.
13. The driver must be completely sealed off from the engine, drivetrain, fuel cell, battery, etc.
14. A stock width 1964 or newer OEM or OEM replacement rear wheel drive passenger car frame must be used. Sports car frames are not allowed.
15. The wheelbase must be between 108 and 112 inches.
16. Front suspension components may be altered. Lower control arm mounts must remain in stock location.
17. Bump stops are not allowed.
18. Rack and pinion steering is not allowed.
19. OEM style steering box, idler arm, pitman arm, drag link, and inner tie rod ends must be used and must match the frame. Quick steer may be used.
20. OEM style spindles must be used but do not have to match the frame. Spindles must be right and left and of same design. Tubular spindles are not allowed.
21. A quick release steering wheel must be used.
22. *Only one shock per corner plus one in the pull bar area is allowed. Zero/Zero valving shock eliminators are permitted.*
23. *Neither internal nor external bump stops are allowed, except on the panhard and pull bars.*
24. Front coil over and remote reservoir shocks are not allowed.
25. One steel, non-progressive coil spring per wheel plus one spring in the pull bar area only. The pull bar spring may be progressive. Steel or composite leaf springs may be used.
26. Any coil spring used must be a minimum 4.5 inch outside diameter.
27. Torsion bars, air bag style springs, inner liners, and spring rubbers are not allowed.
28. Independent rear suspensions are not allowed.
29. All cars must have operating four wheel brakes.
30. The only driver adjustable instrument allowed in the car is a front to rear brake proportioning valve.
31. All cars must have a steel front and rear bumper. The front bumper must have a minimum of two bars with the bottom bar parallel to the ground and the top bar directly above it. The bars must measure at least 6.5 inches apart center to center. The rear bumper must extend no more than 6 inches past the rear deck and have at least one upright from the bumper to the fuel cell guard. All bumper material must be a minimum 1.25 inch outside diameter and 0.065 inch wall thickness.

32. The car and driver must weigh 2350 pounds after each race.
33. Cars running aluminum heads must add fifty pounds of weight in front of the engine plate (twenty five pounds per side).
34. All weight must be painted white with car number and securely fastened using solid steel bolts with a minimum diameter of 0.5 inches. The weight must be mounted below the interior deck, outside the driver compartment, and inside the body.

B. Engine and Drivetrain

1. The radiator must be mounted in front of the engine.
2. The rear of the engine must be mounted at least 72 inches in front of the rear axle center line.
3. The engine must not be offset more than 2 inches from the cross member center line and must be level.
4. Roller cams and aluminum heads are legal. See section A for weight requirements if running aluminum heads.
5. Aluminum blocks are not allowed.
6. All cars must use only one battery up to 16 volts. The battery must be mounted securely between the frame rails.
7. Electronic traction control devices, timing retard controls, digital gauges, and electronic or computer monitoring systems capable of storing or transmitting data are not allowed. An analog memory tachometer may be used.
8. Crank triggers and magnetos are not allowed.
9. Aftermarket transmissions are legal.
10. *All cars must have a steel scatter-proof bell housing if using an external clutch.*
11. All cars must have neutral, reverse, and at least two forward gears. Cars must start in neutral using a working starter and then go into forward and reverse gears.
12. All drive shafts must use steel slip yokes, be at least 2 inches in diameter, be painted white with car number, and have a 360 degree loop mounted approximately 6 inches behind the front u-joint.
13. Cambered rear ends, torque dividing differentials, and traction control devices are not allowed.
14. *Quick-change rear ends are legal.*
15. No traction control devices of any kind are permitted.

C. Carb and Fuel

1. All cars must run a single naturally aspirated carburetor.
2. *Mechanical or belt driven fuel systems must be used.*
3. The required fuel cell must be securely mounted and well protected by steel tubing.
4. Check valves must be used on all vents.
5. Alcohol or racing gas may be used. No additives are permitted except for top-end lube.

D. Tires and Wheels

1. All cars must run 8" steel wheels. Wheels do not have to have sanctioning body stamp.
2. Beadlocks are allowed and are recommended on the right rear.
3. Approved tires-American Racer KK704, KK704 Short, or Hoosier G60-15 with or without stamp.
4. Tires may be grooved, siped, and ground.
5. Tires may not be chemically softened or conditioned.

III. E-Mod

All General and Safety Rules apply.

All Modified rules apply with the following additions.

A. Body, Suspension, and Weight

1. All competitors must have a rear spoiler with three braces, not to exceed eight inches tall.
2. The height will be measured from the deck to the full height of the spoiler, including wicker bills and angles.
3. Spoiler braces will be permitted to have up to a 0.5 inch brake in them.
4. *Lower control arms must be non-adjustable, geometrically similar to OEM, left and right, and of the same design.*
5. The car and driver must weigh 2500 pounds after each race.

B. Engine and Drivetrain

1. Engines are not to exceed 362 cubic inches for GM blocks, 361 cubic inches for Ford blocks, and 370 cubic inches for Chrysler blocks.
2. Stroker engines are not allowed.
3. Camshaft must not exceed .480" of lift at the valve -OR- engine must pull 16 inches of vacuum at 1200 RPM.
4. Roller camshafts are not allowed.
5. No aluminum heads. Only OEM and SR (Stock Replacement) cast iron heads are allowed. Vortec heads are legal. No GM angle plug heads of any kind. GM heads must be 23 degree. No SVO or SB2 heads. 2.02" intake, 1.6" exhaust valve size maximum.
6. No porting, polishing, acid dipping, or port matching of heads or intake.
7. No tri-y or exotic headers are allowed.
8. No mismatching parts. Engines must be GM-GM, Ford-Ford, etc.
9. No aluminum parts except for intakes, pulleys, valve covers, radiator, water pumps, roller rocker arms, and flywheel.
10. MSD 6AL boxes are legal. No magnetos or crank fire ignition systems.
11. Each car must use only one 12-volt battery.
12. Standard Transmission-OEM 3 or 4 speed only. 10" minimum clutch, fly-wheel, and pressure plate.
13. Automatic Transmission-Must have working, 10" minimum torque converter.
14. All cars must have neutral, reverse, and at least two forward gears. Cars must start in neutral using a working starter and then go into forward and reverse gears.
15. No aftermarket transmissions.
16. *All cars must have a steel scatter-proof bell housing.*
17. Quick change rear ends are not permitted.
18. No traction control devices of any kind are permitted.

C. Carb and Fuel

1. Carb can be no larger than a Holley #4412 500 CFM two barrel and must pass inspection from the top side with the track gauge.
2. The bottom of the carb can be no larger than 1 11/16" in diameter with stock ventura (1 3/8") and must also pass inspection with the track gauge.
3. One inch maximum carb spacer including adapter if used.
4. Alcohol or racing gas may be used. Additives are illegal except for top-end lube.
5. Belt drive fuel/oil systems are not allowed.

D. Tires and Wheels

1. Approved tires-Asphalt take-offs, American Racer KK704, KK704 Short, or Hoosier G60-15 with or without stamp.
2. No tires softer than a 50 compound allowed.
3. Only 8" or 10" steel wheels are permitted. Beadlocks are permitted and are recommended on the right rear.

IV. Street Stock

All General and Safety Rules apply.

A. Body and Weight

1. Any American coupe, sedan, or truck with a 101" or greater stock wheelbase.
2. No convertibles. Wagons and hardtops are legal.
3. No coil-over spring cars.
4. Complete stock appearing bodies and bumpers are required. Fabricated replacement body parts must be made to strongly resemble factory body parts.
5. Bumpers must be chained/secured to the frame in such a manner to keep them from dropping onto the track and/or being dragged along the track.
6. If the grill is removed, expanded metal must be put in its place.
7. All doors must be welded, chained, or bolted shut.
8. All trim and accessories must be removed from the sides, front, and rear of the body, including chrome moldings, trim rings, emblems, windshield wipers etc.
9. All glass must be removed, including lights and lenses.
10. All flammable interior parts must be removed.
11. Inner fenders may be removed.
12. A racing seat must be used.
13. The hood and trunk must be welded, chained, or pinned down.
14. All under-hood accessories may be removed.
15. All holes in the firewall must be covered in steel (not aluminum) of at least the same strength as the firewall.
16. The battery must be secured and separated from the driver.
17. Uni-bodies must be tied together.
18. The factory floor pan, or equivalent material, must extend rearward past the driver's seat.
19. If the car has an enclosed interior, it must have an inspection door that can be easily detached or opened with a hinge or zeus fasteners.
20. The car with driver must weigh at least 3000 pounds at the end of each race.

B. Fuel Cells

Fuel cells are mandatory and must be securely installed, in the trunk area, with at least two 1" wide by 1/8" thick steel straps.

C. Engine and Transmission

1. The #1 plug must be even with, or in front of, the upper ball joint.
2. Any OEM-style iron block may be used.
3. No aluminum heads are permitted. Cast iron heads only.
4. Any style camshaft, lifters, and rockers may be used.
5. Any style intake and headers are legal.
6. No magneto-style or crank-trigger ignition systems.
7. All engine parts must remain GM-GM, Ford-Ford, Chrysler-Chrysler.
8. All cars must use factory automatic or manual (3 or 4 speed) transmission. No aftermarket transmissions.
9. *If using a manual transmission, the clutch must be mounted to the crankshaft. Ram couplers or similar devices are not permitted.*
10. Fluid lock automatics and mini clutch standards are permitted on stock flywheels.
11. *All cars must have a steel scatter-proof bell housing.*
12. All cars must have neutral, reverse, and at least two forward gears. Cars must start in neutral using a working starter and then go into forward and reverse gears.
13. No traction control devices of any kind are permitted.

D. Carb and Fuel

1. A Holley #4412 500 CFM 2 barrel must be used.
2. The carb must pass inspection from the top side with the track go/no-go gauge.
3. The bottom of the carb must be no larger than 1 11/16"
4. The ventura must remain stock, 1 3/8" size.
5. One inch maximum carb spacer including adapter if used.
6. No electric fuel pumps.
7. All cars must run gasoline. No alcohol, additives, or nitrous oxide allowed.

E. Suspensions, Steering, and Brakes

1. All cars must remain on the correct suspension for the car that it is under.
2. Racing springs allowed on front and rear.
3. Rear springs must be mounted in stock location.
4. Racing shocks are allowed.
5. Front shock must be mounted in stock location.
6. Rear suspension components must mount in stock location.
7. *All control arms must be stock length and mount in stock frame locations.*
8. No tubular a-arms.
9. Rack-and-pinion steering only allowed if the car came with it stock from the factory.
10. All cars must have four wheel brakes.
11. Aftermarket brake pedals and master cylinders are allowed.

F. Tires and Wheels

1. Steel racing wheels are required with a maximum width of 10 inches. Beadlocks are permitted and are recommended on the right rear.
2. Studs must be 5/8" diameter and utilize a 1" lugnut.
3. Any asphalt pull-offs are allowed, but they must not be softer than a 50 compound.
4. No recaps are allowed.

V. Factory Stock

All General and Safety Rules apply.

A. Body and Weight

1. Any American coupe, sedan, or truck with a 101" or greater stock wheelbase.
2. No convertibles. Wagons and hardtops are legal.
3. No coil-over spring cars.
4. Complete stock appearing bodies and bumpers are required. Fabricated replacement body parts must be made to strongly resemble factory body parts.
5. Bumpers must be chained/secured to the frame in such a manner to keep them from dropping onto the track and/or being dragged along the track.
6. If the grill is removed, expanded metal must be put in its place.
7. All doors must be welded, chained, or bolted shut.
8. All trim and accessories must be removed from the sides, front, and rear of the body, including chrome moldings, trim rings, emblems, windshield wipers etc.
9. All glass must be removed, including lights and lenses.
10. All flammable interior parts must be removed.
11. The inner fenders may be removed.
12. A racing seat must be used.
13. The hood and trunk must be welded, chained, or pinned down.
14. All under-hood accessories may be removed.
15. All holes in the firewall must be covered in steel (not aluminum) of at least the same strength as the firewall.
16. The doors may be gutted to allow for installation of roll cages and bars.
17. No further gutting is allowed.
18. The battery must be secured and separated from the driver.
19. The body and frame must maintain at least 5 1/2" of ground clearance.
20. Uni-bodies must be tied together.
21. The factory floor pan must extend rearward past the driver's seat.
22. If the car has an enclosed interior, it must have an inspection door that can be easily detached or opened with a hinge or zeus fasteners.
23. The car with driver must weigh at least 3400 pounds at the end of each race.

B. Suspension, Steering, and Brakes

1. All cars must remain on the stock suspension for the car that it is under.
2. Racing springs are allowed on the front and rear.
3. No mono-leaf springs or spring sliders are allowed unless originally equipped.
4. No adjustable or cheater weight jacks are allowed on the front or rear.
5. *No heim-mounted shocks permitted. Shocks must be OEM style.*
6. Front shocks must mount in stock location.
7. Rear shocks must mount in approximately the same location as stock.
8. Only one shock per wheel is allowed.
9. No spring assisted shocks are allowed unless originally equipped.
10. *Front control arms must be mounted in stock location.*
11. *All rear suspension components must be mounted in stock frame locations.*
12. The use of chains or other devices to limit suspension travel is not allowed.
13. Rear springs must use stock upper spring pads in stock location.
14. A Ford 9" housing is highly recommended. Floaters are permitted.
15. Rack-and-pinion cars must use factory stock parts only.
16. No alterations of chassis or steering components are allowed, except a quick release steering wheel is highly recommended.
17. Quick-steer is permitted.
18. All cars must have four wheel brakes.

19. Aftermarket brake pedals and master cylinders are permitted.

C. Fuel Cells

Fuel cells are mandatory. All fuel tanks must be securely installed, in the trunk area, with at least two 1" wide by 1/8" thick steel straps.

D. Engine and Transmission

1. The #1 plug must be even with, or in front of, the upper ball joint.
2. *Factory stock iron blocks only. No aftermarket blocks. No strokers.*
3. GM-362 ci maximum. 3.480" stroke with no more than +.060" bore. No 400 ci blocks.
4. Ford-362 ci maximum. 3.500" stroke with no more than +.060" bore.
5. Chrysler-370 ci maximum. 3.578" stroke with no more than +.060" bore.
6. *Crankshaft must remain stock or stock replacement aftermarket. No light weight or forged steel aftermarket cranks permitted. Knife-edging is not permitted.*
7. *Rods must remain stock or stock replacement aftermarket. No light weight, H-beam, or billet rods permitted.*
8. *All cars must have an inspection plug in the side of the oil pan large enough for a bore scope to be inserted and placed in a position to allow easy inspection of the crankshaft and rods. It is recommended to place the inspection plug even with the front of the sump, approximately two inches below the bolt flange.*
9. Flat top or dish pistons only.
10. Engine must not generate over 160 psi of compression when cranked over a minimum of five times, at normal speed, hot, with throttle closed.
11. Engine must not pull less than 18" of vacuum at 1000 RPM.
12. All cars must use a hydraulic camshaft. No solid lift or roller camshafts are allowed.
13. No roller, solid, or bleed-down lifters permitted.
14. No roller or roller tip rocker arms permitted.
15. All heads must be unaltered (except for valve sizes) OEM with no larger than 2.02" intake and 1.60" exhaust valves.
16. Screw-in studs and guide plates are allowed.
17. No stud girdles are permitted.
18. GM-Minimum 74 cc combustion chamber.
19. GM-Approved casting numbers: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951509, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126.
20. Summit Racing part number SUM-152123 SR heads may be substituted for the casting numbers listed above. If used, these heads must remain unaltered and used "out of the box."
21. Ford-Minimum 69 cc combustion chamber.
22. Ford-No aftermarket or SVO heads permitted.
23. Chrysler-No aftermarket or W-2 heads.
24. Chrysler-360 ci heads only, except 318 ci heads are permitted on 318 ci engines.
25. No porting, polishing, blending, or gasket matching, except valve seats can be blended with cutters.
26. Must use unaltered OEM cast iron two or four barrel intake.
27. No high-rise, performance OEM, or marine intakes permitted.
28. No gasket matching, porting, polishing, acid dipping, or any other alterations allowed to intakes.
29. No Bowtie intakes permitted.
30. Cast iron exhaust manifolds or headers are allowed. No tri-y or exotic headers are allowed.
31. Must use stock-style ignition. Stock-appearing aftermarket coils and modules are allowed.
32. Standard transmission-Must use factory stock OEM clutch disc and pressure plate on stock steel OEM flywheel. Mini clutches are not permitted.
33. Automatic transmission-Stock-type working torque converters and stock flywheels required.

34. All cars must have neutral, reverse, and at least two forward gears. Cars must start in neutral using a working starter and then go into forward and reverse gears.
35. No aftermarket transmissions are permitted.
36. *All cars must have a steel scatter-proof bell housing.*
37. No traction control devices of any kind are permitted.

E. Carb and Fuel

1. An unaltered Holley #4412 500 CFM 2 barrel must be used.
2. The carb must pass inspection from the top side with the track go/no-go gauge.
3. The bottom of the carb must be no larger than 1 11/16"
4. The ventura must remain stock, 1 3/8" size.
5. One inch maximum carb spacer including adapter if used.
6. No electric fuel pumps.
7. All cars must run gasoline. No alcohol, additives, or nitrous oxide allowed.

F. Wheels and Tires

1. Steel racing wheels are required with a maximum width of 10 inches. Beadlocks are allowed and are recommended on the right rear.
2. Studs must be 5/8" diameter and utilize a 1" lugnut.
3. Approved tires-275/60/15 or smaller street tires, asphalt take-offs, American Racer KK704, KK704 Short, or Hoosier G6015 with or without stamp.
4. No tires may be softer than a 50 compound.
5. No recaps are permitted.

Those items not addressed above must remain stock and in the factory stock location as produced by the original manufacturer.

VI. Mini Stock

All General and Safety Rules apply.

A. Body and Weight

1. Wheel base must remain factory stock.
2. No all-wheel drive cars permitted.
3. Wheel wells may be enlarged to clear tires.
4. Doors may be gutted to add door bars.
5. Inner fenders may be removed.
6. All cars must have a full stock floor pan extending past the rear end.
7. All cars must retain the stock fire wall.
8. Sheet metal (late model style) bodies are permitted.
9. Cars are permitted to have a plastic or aluminum nose piece.
10. No bars are permitted outside of the body.
11. No sprint car style wings permitted.
12. Spoilers can be no more than eight inches tall, including all angles and wicker bills.
13. Chassis cannot be altered from 0" in front of the A-frame to the back of the rear spring.
14. The driver must be completely shielded from the radiator.
15. The battery must be in the rear of the car, separated from the driver, and completely secured.
16. Doors must be welded or bolted shut.
17. All cars must have a racing seat and racing harnesses.
18. *All cars must weigh 2300 pounds with driver at the end of each race. All cars with roller camshafts must weigh 2500 pounds with driver at the end of each race.*

B. Suspension, Steering, and Brakes

1. Suspension mounting points must remain factory stock.
2. *Suspension links must be geometrically identical to OEM links and pass inspection with the track gauge.*
3. No 2-link, 3-link, 4-link, Z-link, etc. rear suspensions are permitted.
4. Aftermarket springs are permitted.
5. All springs and shocks must mount in factory stock location.
6. Rear end must be stock OEM equipment.
7. Locked rear ends are permitted.
8. All steering components must remain factory stock, except a quick release steering wheel is highly recommended.
9. Quick steer is permitted.
10. *Caster/camber plates are permitted.*
11. Cars must have 4 wheel brakes.
12. Brake proportioning valves are not permitted.

C. Fuel Cells

Fuel cells are mandatory. All fuel tanks must be securely installed, in a steel container, in the trunk of the car, with at least two 1" wide by 1/8" thick steel straps.

D. Engine and Transmission

1. The engine must remain in the factory stock location.
2. Naturally aspirated, four cylinder engines only.
3. *The maximum allowed displacement is 158 c.i. or 2.6L.*
4. Factory stock blocks only.
5. Aluminum heads are only permitted if they came from the factory on that make and model of car. ARCA heads are not permitted.

6. All engine parts must remain GM-GM, Ford-Ford, Chrysler-Chrysler, and so on.
7. Head may be shaved, ported and polished.
8. Stock-style ignitions must be used.
9. MSD style ignition boxes are permitted.
10. *Any hydraulic or solid lift camshaft can be used. If a roller cam is used, the car and driver must weigh 2500 pounds at the end of each race.*
11. Any header is permitted.
12. A factory stock automatic or manual transmission must be used.
13. Factory torque converters must be used in automatic transmissions.
14. Aftermarket clutches and flywheels are allowed.
15. All cars must have neutral, reverse, and at least two forward gears. Cars must start in neutral using a working starter and then go into forward and reverse gears.
16. No traction control devices of any kind are allowed.

E. Carb and Fuel

1. Cars may run either the factory stock carb, factory stock fuel injection, or a Holley 4412 2 barrel only.
2. The carb must pass inspection from the top side with the track go/no-go gauge.
3. The bottom of the carb must be no larger than 1 11/16"
4. The ventura must remain stock, 1 3/8" size.
5. One inch maximum carb spacer including adapter if used.
6. Factory stock fuel injection is only permitted if it came from the factory on that make and model of car.
7. If electric fuel pumps are used, they must be wired through an oil pressure shut-off switch.
8. All cars must run gasoline. No alcohol, additives, or nitrous oxide allowed.

F. Tires and Wheels

1. *Any tire may be used as long as it fits within the track tire hoop. The hoop is based on an American Racer KK 704 tire and checks the width of the tire from sidewall to sidewall.*
2. Racing studs and one inch lugnuts must be used.

Those items not addressed above must remain stock and in the factory stock location as produced by the original manufacturer.

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