



2022 NATIONAL 100 TECHNICAL RULES

GENERAL RULES FOR ALL CLASSES:

Fire suit, fire extinguisher mounted in reach of driver, and RACEceiver's are mandatory. No driver/crew radio communications. Gas only all divisions. No mirrors. No tire warmers. All weights are before the race with the driver. 1 lb. per lap burn off for heat, consy, and feature races. All cars are subject to inspection at any time. A weight penalty may be added for minor deviations in class rules. Major deviations will result in the car being placed in the class that it is best suited for. These rules are intended for fair competition in all divisions. Cars are placed in the division for which they are best suited. Tech official's decisions are final. EAMS scales are the official scales for the event, and it is the driver's responsibility to make sure they meet the minimum weight. It is not the official's responsibility to make concessions. EAMS is not responsible for misinterpretation of the rules.. if in doubt, ASK.

All Classes: No chemical alteration of the tread or tread compound. No tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals. No hazardous or non-hazardous components or chemicals which alter the factory set baseline settings of a given tire permitted. All tires are subject to lab testing at any time. All sidewall markings must be visible at all times. No buffing or removal of the compound markings. Any tire that has been altered will be illegal and confiscated.

Hoosier Racing tires, American Racer tires, Sunoco Race Fuel, and many parts are available for purchase at the track. Please contact the track with any questions.

ALL LATE MODEL CLASSES

No wings or tunnels of any kind permitted underneath the body or chassis. 1 stone deflector can be run from the rear of motor plate to front of four bar brackets not to cover brackets and not to exceed top of frame rail or bottom frame rail.

SUPER LATE MODEL:

Open Engine – 2350 lbs. 8" spoiler. Unlimited cubic inch with steel or 362 aluminum block 2250 lbs. 10" spoiler & side support. 362 cubic inch all steel NLMSCS/SAS/SUPR Spec engine GM CT525 (factory sealed) or GM Crate Engine 2250 lbs. 10" spoiler and 10" side spoilers. Engine placement 25 ½" from center of ball joint to engine mid-plate. No electronic traction control, Gas only, LOLMDS body rules.

Tire rules – Hoosier 1350, 21, 1600, 55, 70 or equivalent. NDRA 1350, 1500 and 70 permitted. NO 11.29.070's. LM 30's & LM 40's permitted. Grooving and siping allowed. All general tire rules apply.

LIMITED LATE MODEL/STEELHEAD:

ENGINE RULE:

- GM 602 Crate Engine. 2300 lbs. 12" spoiler & side supports. GM 604 Crate Engine. 2350 lbs. 12" spoiler & side supports. NLMSCS engine 2300 lbs. 8" spoiler & side supports. Chevy, Ford, and Mopar engines must meet all NLMSCS engine specs. Flat top engine – 2300 lbs. – 362ci small block maximum, stock bore & stroke, flat top pistons only, flat tappet camshaft (roller camshaft add 50 lbs.) OEM lifter size ex. Chevy .842", 23-degree cast iron heads, Vortec, Bowtie, Vortec/Bowtie (25534351C), Dart Iron Eagle 180, NLMS Aluminum Spec Head allowed-add 50 lbs. (any other steel 23-degree head add 50 lbs.), no ported or polished heads, heads may be angle milled. No titanium valves, crank, or rods. Any carburetor and intake allowed. (Dry sumps add 50 lbs.) 8" spoiler & side supports. GM CT525 2300 lbs. (50lbs. must be in front of the engine plate), any carburetor on GM CT525 8" spoiler & side supports.

BODY RULE:

- LOLMDS body rules. Engine placement 7" from center ball joint to #1 spark plug.

TIRE RULE:

- Hoosier 1350, Crate 21, D21, Crate 55, D55, 1600, any D70, or equivalent. NDRA 1350, 1500 & 70 allowed on RR, 1500 & 70. Grooving and siping allowed. All general tire rules apply.

LATE MODEL 604 CRATE:

ENGINE RULE:

- GM CRATE ENGINE 604 – 2350lbs., Rebuilt Engine 2400lbs. Engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Must have all GM parts. Assemble height on the GM 604 engine can be no less than the GM Specs of 1.780". Must have GM 604 stock valve springs. All engines must have factory GM sealing bolts. Crate Racing USA, UCRA, or FASTRAK seals (no black-market seals). Any other sealing systems call for approval. Ford part number M-6007-D347SR allowed. 1" carburetor spacer maximum on 604, 602 engines may run 2" carburetor spacer maximum. No Tri Y headers. Engine placement 7" from center ball joint to #1 spark plug.

BODY RULE:

- LOLMDS rules. 8" spoiler & side supports allowed.

TIRE RULE:

- Hoosier Crate 21, SPEC 1350, Crate 55, SPEC 1600, any D70 or equivalent. Rib tires add 25 lbs. NDRA 1500 or 70 allowed. Grooving & siping allowed. All general tire rules apply.

602 LATE MODEL SPORTSMAN/602 CHARGER:

2400 lbs./ GM 602, Rebuilt Engine 2450lbs., 50 lbs. weight break for head and neck restraint and/or full containment seat. RR NDRA tire 25 lb. weight break. 50 lb. weight break for all 4 NDRA tires.

ENGINE RULE:

- Any 4-barrel carburetor. No Tri-Y headers. Crate engines may have 1" carburetor spacer. Crate engines must have factory GM seal bolts, EAMS, Crate Racing USA, URCA, or FASTRAK seals. Crate engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Crate engines must have GM stock valve springs.

SUSPENSION RULE:

- Standard Late Model suspensions ONLY. No spring loaded or shock type 4 bar rods. Only standard solid bar 4 bar rods. No torsion bar front or rear suspension. Standard one piece bird cages; No split bird cages. May run one of the following rear suspensions: 5th coil or torque link, NOT both. One (1) coil spring per wheel. One (1) take up spring slider per wheel including the 5th coil. May run any bump stop on RF (Shims, washers, and/or spacers OK). No stack springs on any corner including the 5th coil. No progressive springs. Spring rubbers ok. One (1) working stock per wheel except the left

rear (LRF OK). One (1) 5th coil shock only. No adjustable shocks, no canister style or remote adjustable shocks permitted. Schrader Valve shocks OK. NO internal bump stops. No air shocks or spring cages allowed. NO Thru Rod or inverter shocks. One (1) 90/10n shock allowed to be mounted on top of rear end.

FUEL:

- CHP or equivalent or E-85. Sunoco HP crate fuel permitted.

BODY RULE:

- LOLMDS body rules. 8" spoiler & side supports. Engine placement – 7" from center of ball joint to #1 spark plug.

TIRE RULE:

- Any Hoosier 1350, Crate 21, D21, Crate 55, D55, 1600, any D70 or equivalent. NDRA 1500 & 70 allowed. Grooving and siping allowed. All general tire rules apply.

HOBBY

This division is open to any 1955 or newer sedan. NO station wagons or pickup trucks.

WEIGHT:

- A. 2750lbs with driver 2650 with 602 Crate Engine.
- B. GM Crate engine must have factory GM seals, EAMS or Crate USA seals.
- C. All cars must have weight posted on right side of roof.

NOTE: 50 lbs. weight break for head and neck restraint and/or full containment seat.

ENGINE:

- A. ONLY stock production steel V-8 or V-6 engines must be in line with #1 spark plug to top ball joint NO TOLERANCE. GM crate motor # 88958602 allowed. Solid motor mounts permitted.
- B. 362 cubic inches maximum, Chevy 350, Ford 351, 374 cubic inches for Chrysler. MUST utilize stock bore and stroke combinations. Small block engines ONLY. No big blocks.
- C. .060ths over bore permitted on all engines. Block may be surfaced.
- D. Engine crossovers permitted.
- E. Engine balancing permitted.
- F. Any steel wet sump racing oil pan permitted. NO Aluminum oil pans. NO power pouch kick out oil pans.

CRANKSHAFT:

- A. Steel or cast factory production crank shafts ONLY. 47lbs minimum. *NOTE: Cranks must be stock stroke to engine. Example, 3.48" maximum for 350 Chevrolet. NO sportsman crankshafts, NO knife edging. Eagle or Scat crankshaft ok, must meet above rules!*

CONNECTING RODS:

- A. Stock steel rods or stock appearing I-beam Eagle replacement rods. NO High-End Sportsman rods. May be bushed on small end. MUST be stock length to the engine. No H-beam rods. Example, 350 Chevrolet 5.7" maximum.

PISTONS:

- A. Cast or forged flat top pistons ONLY. 2 or 4 eyebrow pistons required. No gas porting, No dome pistons. Ring thickness minimum 1.5 x 1.5 x 3mm. Track reserves the right to change, delete, or amend the rules in interest of competition.

CAMSHAFT & LIFTERS:

- A. Flat tappet hydraulic camshafts ONLY. Lifters must remain stock diameter to make of engine. Example .842" for Chevrolet, and .875" for Ford.
- B. NO solid lifter cams or roller cams.
- C. Timing Chains ONLY. NO Gear Drives.

CYLINDER HEADS:

- A. Factory production cast iron heads. Vortec 062, 906, Racing Head Service Vortec replacement #12402 & #12407 allowed. Engine Quest #CH350C & #CH350F allowed. Vortec 062 cylinder heads permitted with following specs: 175cc intake runner volume max, 64cc maximum exhaust runner volume. World Products heads (#4360 or #4361 only). NO bowtie, Dart, SVO. Ford may run GT40 steel head. RHS-20301 allowed.
- B. NO angle plug heads, except Ford or Chrysler.
- C. Angle milling of heads allowed.
- D. Multi angle valve job permitted. NO porting, polishing, squaring, or epoxying of ports.
- E. Valve size Chevrolet 1.94" intakes and 1.5" exhausts. Big valves Add 50 lbs. Ford, Chrysler must remain stock sizes.
- F. Stainless steel valves permitted. Undercut or tulip stem valves ok. No titanium valves.
- G. Screw in studs and guide plates permitted.
- H. Roller rockers 7/16 & 3/8 permitted. Aluminum rockers and stud girdles

permitted.

- I. No shaft mounted rockers.
- J. Steel valve retainers & keepers ONLY. Any spring permitted.
- K. Valves will be removed during protest.

INTAKE:

- A. Any single four-barrel intake permitted.
- B. \$250.00 claim or swap rule on intake.
- C. NO porting, polishing, or epoxying of runners permitted.
- D. 1" Carburetor spacer allowed.

CARBURETOR:

- A. 1 stock dual or single line, single pump, vacuum secondary 4-barrel Holley carburetor ONLY .600 cfm maximum. No down leg boosters.
- B. EAMS dual line spec 600 cfm carburetor OK.
- C. Air horn may NOT be removed.
- D. NO porting, polishing, or modifying of venturies. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
- E. NO double pumpers permitted. Carbs checked with no-go gauges made to Holley specs.
- F. Crate can run 650CFM (Holly HP80541 only) Track reserves the right to change, delete, or amend the rules in interest of competition.
- G. 602 1 dual line Holley 650 CFM (Holley HP80541 Only).

FUEL SYSTEM:

- A. Stock type fuel pumps allowed. No electric pumps.
- B. Racing fuel cell mandatory.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with EAMS track racing fuel.
- D. Sunoco racing fuel available at track.
- E. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE, GAS ONLY.

IGNITION SYSTEM:

- A. Stock electronic ignition system permitted.
- B. HEI style distributor with coil in cap permitted. MSD 6A or 6AL ignition boxes allowed.
- C. Stock appearing coil and ignition module permitted.

COOLING SYSTEM:

- A. Cast iron or aluminum water pump.
- B. Stock or aftermarket pulley systems permitted.
- C. Aluminum radiator permitted.

EXHAUST SYSTEM:

- A. Collector type headers ONLY. NO 180, zoomies, Tri-Y or merged collector headers. Cross over headers permitted, all 4 tubes from the same side of the motor must go into the same collector.

TRANSMISSION AND REAR ENDS:

- A. Standard or automatic transmissions ONLY. Automatics must have full size torque converters 10" Minimum, NO shut off valves.
- B. Bert, Falcon, or Brinn transmission permitted.
- C. Locked rear ends permitted. May run floater rear end with wide 5 hubs, (NO Bird cages) all rear end mounting brackets MUST be steel If aluminum must be bolted down.
- D. Quick change rear end aluminum axle tube permitted. Must meet all suspension rules as listed. Steel & Aluminum tubes permitted.
- E. Drive shaft must be painted white and have steel drive shaft loop front and rear.

CLUTCH:

- A. Triple disc clutch allowed with 153 tooth flex plate only.
- B. Puck style clutch disc allowed.
- C. Steel flywheels ONLY. 14lb minimum.
- D. NO aluminum flywheels or RAM couplers. Track reserves the right to change, delete, or amend the rules in interest of competition.
- E. Ford may run 11" 14lb aluminum flywheel.

ENGINE POSITION:

- A. Engine must be in line with #1 spark plug to top ball joint, NO TOLERANCE.

BRAKES:

- A. 4-wheel brakes mandatory.
- B. 4-wheel disc OEM style single piston cast iron or aluminum calipers permitted.
- C. No aluminum rotors.
- D. Dual master cylinders permitted. Brake adjusters permitted.
- E. Dual & 4 piston calipers allowed.

*****WARNING PLEASE READ*** Remember this is not Late Model or Sportsman so don't build**

a Late Model or Limited Sportsman chassis to race this division!!!!

FRAME:

- A. 103" wheelbase minimum.
- B. Frame must be stock at cross member to firewall, minimum of 2"x 2" tubing from center of rear end to rear bumper.
- C. Front frame horns must remain stock may be cut in front of steering box.
- D. 50 lb. weight penalty for shortened front snout. Weight must be in front of bell housing.
- E. Camaro snout cars must have full length frame under body or add 50 lbs.
- F. No offset frames. No jig chassis.
- G. Rear snout to center of rear end must be complete. Schrader valves ok.
- H. H. Any chassis or suspension found not to comply with rules or considered to have too much of a performance advantage will be required to add weight or move up a division, at tech officials' discretion.

FRONT SUSPENSION:

- A. Safety hubs and aftermarket spindles permitted.
- B. Lower control arms must be stock and mounted in original locations.
- C. Tubular upper A-arms permitted.
- D. Aftermarket drag link and tie rods permitted.
- E. Steering quickeners permitted. Rack-n-pinion steering, add 50 lbs.
- F. NO coil-overs.
- G. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- H. Weight jacks permitted.
- I. All coil springs must be a minimum of 5" diameter. Track reserves the right to change, delete, or amend the rules in interest of competition.
- J. If you run a Howe clip car must be part#358-8-01 if not will carry a 50lb. weight penalty.

REAR SUSPENSION:

LEAF SPRING CARS:

- A. Leaf spring sliders permitted on rear only.
- B. No coil overs or coil springs allowed.
- C. Upper link, rubber bushing torque link or spring-loaded type upper link permitted on leaf cars.
- D. No 90/10 shock allowed.
- E. No 5th coil, lift bar or reese bar, etc.

- F. Racing shocks permitted. No single or double adjustable shocks. No Canister shocks. 1 shock per wheel only. Schrader valves ok.
- G. No spring-loaded bars on rear suspension of any kind.
- H. Coil overs are allowed on the rear.

COIL SPRING CAR:

- A. Rear springs may be bucket mounted, NO sliders.
- B. Rear end must remain in the center of the chassis.
- C. All coil springs must be a minimum of 5" diameter.
- D. Coil Over Eliminator allowed.
- E. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- F. Weight Jacks Permitted.
- G. NO 5th coils, reese bars or additional lift bars allowed.
- H. 3 link rear suspension with J-bar allowed with solid top link or rubber biscuit bar only. No spring-loaded torque links. No 90/10 shock allowed.

WHEELS AND TIRES:

- A. Steel wheels ONLY, reinforced racing wheels recommended, stock type or wide 5 lug pattern allowed.
- B. 14" maximum width on wheels, steel bead lock allowed.
- C. Aluminum wheels up to 14" allowed add 100 lbs.
- D. Wide 5 adapters allowed.
- E. Track tire Spec/Crate 21, 1350 or Spec/Crate 55 Hoosier Racing Tire or equivalent. NDRA 1500 & 70 allowed. Rib economy tires allowed, add 25 lbs.
- F. No inner liners.
- G. All general tire rules apply. Grooving, siping, and buffing allowed.

NOTE: Tires must conform to benchmark when tested. No alteration of any kind is permitted.

BODY:

- A. All bodies, stock or aftermarket, are subject to approval by the technical inspector.
- B. OEM stock steel bodies must maintain stock appearance.
- C. Stock appearing aftermarket steel or aluminum bodies will be allowed.
- D. All aftermarket bodies must have plastic nose pieces
- E. Body sides and roof must look like the nose of the car they are representing (ex: Camaro nose must have a Camaro style roof; Monte Carlo must have a Monte Carlo style roof).
- F. Hood may be fiberglass, aluminum, or steel.
- G. If you use an aftermarket body, install it correctly.

- H. No flat sided bodies and no dirt late model style bodies.
- I. All bodies must be mounted straight up...this means your roof is mounted exactly in the center of the chassis (left to right). Body sides must have a body break or rounded shape.
- J. Aftermarket bodies must not exceed a maximum width of 76". Over 76" will a carry 50 lb. weight penalty.
- K. Any nosepiece.
- L. Rear quarter panels must be finished from tire to rear bumper and not extend below the rear bumper. Deck height is 38 inches.
- M. No front push bars will be allowed.
 - a. If you feel you need some protection for the radiator, you may build a guard using tubing, but all tubing must be kept completely behind the front bumper in the grill area.
 - b. If you have a body style with a plastic nosepiece, all guards must be behind the nosepiece.
- N. Rear push bars permitted.
- O. No glass or lexan windows – must be open.
- P. Any plastic additions must conform to original body contour.
- Q. No homemade nosepieces.
- R. Spoilers may have a maximum size of 8" height.
 - a. Spoilers will be measured according to total length of and width of material, in any shape.
 - b. Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements.
- S. Three spoiler braces allowed braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.
- T. A metal firewall must be half the width of the car.

SAFETY:

- A. Full roll cage required brace bars may pass through firewalls.
- B. All weights must be bolted on with 3/8" bolts minimum and painted white.
- C. All holes in firewalls and floorboards must be covered.
- C. Racing seat with 3" 5-point racing belt and shoulder harness required. Seat must be fastened to roll cage and not to floor.
- D. Battery may be moved but must be strapped securely with metal straps and completely covered if in driver's compartment.
- E. Approved helmet and full fire-resistant driver's suit required.
- F. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.
- G. Additional safety requirements are outlined in General Rules for all Divisions.

ROAD WARRIOR

CARS ALLOWED:

- A. Any full bodied, and full frame sedan, example, Monte Carlo, standard or Metric frame allowed.
- B. Camaro, Mustang, or Nova type cars allowed.
- C. Factory stocks allowed.

WEIGHT:

- A. All cars 3,000 lbs.
- B. Deduct 100 lbs. for cars with 112" and longer wheelbase.
- C. Minimum weight will be measured with driver in the car.
- D. All cars must have weight posted on right side of roof.

ENGINE:

- A. 350 4.060 bore Small Block maximum, no 400 engines or Big Blocks.
- B. 602 crate engine.

CRANKSHAFT:

- A. Stock stroke crank 47lb minimum.

CONNECTING RODS:

- A. Stock length cast or forged steel I-beam rods only.

PISTONS:

- A. 2 or 4 valve relief Flat Top pistons.
- B. Pistons may not exceed the top of the block.

CAMSHAFT & LIFTERS:

- A. Hydraulic Cam and Lifters .390/.450 Max If over .450 add 50 LBS. Stock diameter lifters to make of engine, ex. Chev. .842"

CYLINDER HEADS:

- A. Heads must be standard production factory steel or baby butt, 461,462, 492, or 041. Vortec 062- & 906-cylinder heads permitted with the following specs – 175 cc intake runner volume max, 64cc max exhaust runner volume. No bowtie, dart, or angle plug heads. Stock replacement heads ok.

- B. No angle milling, porting, polishing, squaring, or epoxying of ports.
- C. C. Screw in studs or guide plates permitted. Rocker studs may be pinned. No roller or roller tip rocker arms. 3 angle valve jobs permitted. GM stock replacement heads allowed. Stainless steel valves allowed.
- D. Chevrolet 350 - 1.94" maximum intake & 1.5" maximum exhaust. Ford, Chrysler, and other GM products must be stock sizes. Stock diameter valve stems.
- E. Steel valve retainers and keepers only. No aluminum, titanium, or other exotic material retainer. Any valve springs.
- F. No mismatching of Cleveland or Windsor heads.
- G. Screw in studs or guide plates permitted. Rocker studs may be pinned.

INTAKE:

- A. Intakes must be cast iron or aluminum factory production low profile intakes.
- B. Adapter plates permitted on cast iron quadrajet style intake – 1" thickness maximum.
- C. May use aftermarket aluminum dual plane low profile intake manifold. Only intakes
- D. permitted are:
 - i. -Edelbrock 2101, 2701 or 7101;
 - ii. -Weiand 8120 or 8150;
 - iii. -Summit racing 226008 or 226012.
- E. No porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. No milling or hogging out of plenum.
- F. Ford Motorsports low profile aluminum intake permitted – must add 50lbs, and no spacer with this intake.
- G. Vortec heads may run aluminum low profile intake – Edelbrock part#7116 or 2116, or GM part #12366573 (same as on 602 crate engine). Only intakes allowed with vortec heads.

CARBURETOR:

- A. 600 cfm maximum, 650 cfm Holley HP 80541 only. May run up to 650 cfm on either engine. Single or dual line ok. No porting or polishing, check with go-no go gauges.
- B. Quadrajet allowed.
- C. 1" spacers allowed.

FUEL SYSTEM:

- A. Stock mount and stock replacement fuel pumps only. Carter M4891 allowed. NO Racing fuel pumps.
- B. Pump gas or racing fuel allowed. E85 Fuel is allowed.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with EAMS

track racing fuel.

D. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE.

E. Safety Fuel cell mandatory, enclose in steel case, with minimum 2 steel safety straps for mounting. Must be securely mounted, and safely mounted in trunk area. If fuel line passes through driver cockpit it must be enclosed in steel conduit from rear firewall to front firewall. See safety rules for further instruction.

F. May cut hole in trunk floor pan to mount fuel cell only.

IGNITION SYSTEM:

A. Any stock type electronic ignition with stock appearing coil and module.

B. No MSD boxes or spark enhancing devices.

COOLING SYSTEM:

A. Heavy duty aftermarket or aluminum radiator allowed 4 or 6 blade fan mandatory.

EXHAUST SYSTEM:

A. Collector type headers only. No 180-degree headers, or TRI – Y headers. Must be 4 tubes into 1.

TRANSMISSION, REAR ENDS & CLUTCH:

A. Stock type manual or automatic transmission only.

B. Stock type single disc clutch only, No couplers, 14lb minimum flywheel. 10" minimum clutch, pressure plates 16lbs. min. Solid clutch disc ok.

C. Automatic must have stock torque converter. No dump valve, no torque convertor: add 100lbs.

D. Stock rear ends or 9" Ford rear end. Floater rear end with steel parts ok.

E. BERT or Brinn Transmission or Triple Disc clutch add 100lbs.

BRAKES:

A. Disc Brakes allowed must be all stock factory type. Factory style Aluminum single piston calipers ok.

CHASSIS:

A. All Factory stock components for make of car being raced. Stock rubber motor mounts may be replaced with stock solid motor mounts. Engine must be mounted in stock location.

- B. Stock type aftermarket springs allowed; weight jacks allowed. May run tubular upper A Arms.
- C. Steel nonadjustable shocks. Magnet must stick to it.
- D. Both rear upper, and lower trailing arms should be same length in stock location. Must use stock trailing arms. Stock bushing, neoprene bushing, or monoball bushing allowed. From bottom of axle tube, both sides should be 2 ¾ to center of bolt.
- E. After market power steering pump OK.

BODY:

- A. Full stock factory steel bodies only, from bumper to bumper. May use aftermarket steel or aluminum body, Plastic stock appearing bumper cover allowed on front and rear. Rear must be closed in.
- B. Excessive hulling will result in weight penalty, do it right the first time. Driver's cockpit must remain open, No tunneling & can be decked.
- C. All glass, external glass & plastic lighting must be removed. Doors must be securely welded or bolted shut.
- D. Dash may be replaced with sheet metal, steering column may be stock or aftermarket steering shaft is optional, may use aftermarket steering wheel with quick disconnect.
- E. Must seal off trunk area from driver cockpit. Car may be boxed in. Deck must have 5 degrees or 1 ½" taper. Cars with raised quarter panels or deck lids will be required to remove rear spoiler (at the track's discretion). 45 inches high at top of spoiler, including bracing.
- F. Universal aftermarket gauges allowed.
- G. Battery must be mounted securely in trunk not in driver cockpit.
- H. 6" spoiler max 18" long side boards with 6" height. There will be a weight penalty for unapproved bodies.
- I. Stock floor pan and firewall does not have to be retained.
 - a. All holes in floorboard and firewall must be covered with sheet metal.
 - b. Firewall may be cut for distributor.

ROLL CAGE:

- A. Quality constructed safe roll cage mandatory. 6-point minimum cage properly and adequately reinforced. Roll cage must be constructed of a minimum 1 ½" tubing. .090" wall thickness. 4 driver side door bars, 2 passenger side door bars, adequately braced and welded to the frame.
- B. Front loop bar allowed may be tied into main cage.
- C. Aluminum racing seat required must be mounted on a seat hoop with 3/8 minimum bolts. 50 lb. weight break for full containment seat.

- D. .3" wide, 5-point safety harness required; maximum 3 years old.
- E. Bolted securely to roll cage, not floor pan.
- F. Driver must have driver's side full size window net. No triangular or sprint car type nets.

WHEELS & TIRES:

- A. 8" or 10" steel wheels optional Bead locks permitted. Stock lug pattern, no wide five wheels or adapters.
- B. 100" center wheel hub thickness minimum. ½" stud minimum with 1" lug nuts mandatory.
- C. Open 8" tire rule. AR500/H500 permitted.
- D. Grooving or siping tires allowed. All general tire rules apply.

NOTE: Tires must conform to benchmark when tested. No alteration of any kind is permitted.

SAFETY:

- A. Steel roll over bars are mandatory and must be approved. Aluminum and other soft materials are not permitted. Front and rear roll bars must be connected at top (cage type) and bottom of both sides at seat height. Side roll bars are mandatory and must extend into door panels, (minimum of four (4) on left side and two (2) on right side with additional support on the back of the roll bar. All bars must be welded and not less than 1 ½" O.D. steel tubing. No pipe fittings allowed.
- B. A quick release 5-point safety belt of no less than three (3) inch wide material is mandatory and must be fastened to roll bars with bolts and not less than 3/8" in diameter. Shoulder harness mandatory 3" minimum. Seat belts can be no more than 3 years old.
- C. Only approved racing helmets will be allowed. Minimum of SA2010 rating.
- D. All drivers in all divisions will be required to wear a complete fire-resistant driver's suit. Fire resistant gloves, underwear and shoes are highly recommended.
- E. All cars will be equipped with their own fully charged 2 lb. minimum fire extinguisher in good working order and installed within easy reach of the driver. On board fire extinguisher systems recommended.
- F. Battery must be securely mounted in the trunk area of all cars. No batteries allowed in the driver's compartment.
- G. Safety type racing fuel cell with steel outer covers are mandatory in all divisions, All fuel tanks and cells must be mounted with a minimum of 2" x 1/8" steel safety straps that completely surround tank. No gas cans or beer kegs allowed. No fuel cooling devices allowed.
- H. All cars and drivers will be required to meet all safety regulations prior to competition. No Exceptions!

- I. Center top of steering post must be padded with at least 2" of soft material.
- J. Drivers must be able to exit car from either side.
- K. All roll bars close to driver's head, arms and legs must be fully padded.
- L. Kill switch is required within easy reach of driver.
- M. All drive shafts must be painted white.
- N. All cars must meet the safety requirements as outlined in General Track Rules for all Divisions.

STOCK HOT SHOT/FWD STOCK

Complete car claim, \$2,500, the fee must be paid in cash to the chief technical inspector. Claim will be in writing 10 minutes following the completion of the racing event. Must run in the top 3 to claim. Claim does not include any safety equipment, seat, seat belts, window net, or fire extinguisher.

WEIGHT RULE:

2200 lb. minimum, 1lb per cc of engine size. No Honda V tech tuned or tuned engines permitted. Honda V tech engines allowed at tech inspector's discretion. No GM rear wheel drive cars. No all-wheel drive cars. No low-profile cars such as Camaro, Firebird, or Mustang. Complete stock body with stock frame and suspension components in stock location. Four - point roll cage mandatory and must be approved. Racing seat and safety belts mandatory. Fuel cell may be used.

DRIVELINE:

Front wheel drive only. Differential must be stock for make and model. No locked differential.

ENGINE RULE:

Must be stock for make. (Chevy in Chevy, Ford in Ford, Buick in Buick, etc.) No modifications. 4- cylinder engines only. Only approved turbos and superchargers. Stock exhaust must run under car and at least past the driver's door post. Stock air filter and breather. Stock ignition. Alternator must work and be in original position. Battery must remain in original position or moved to the driver's compartment and be securely mounted and covered. Stock automatic or stock standard transmission. Brakes must remain stock for make and model of car, no adjusters.

SUSPENSION RULE:

No altering in any way. Stock shocks in stock position. No adjustable or aluminum shocks.

BODY RULE:

2 door or 4 door cars allowed. All glass must be removed. Windshield may remain if desired. May remove back seat must cover opening with metal. Doors must be welded shut. No frame altering, weight penalty for excessive hulling.

TIRE RULE:

Maximum tire size P235 70 R15 DOT tires only. No racing tires. All 4 tires must be same size, (example: 13, 14, 15, or 16 inch all the way around) 7" maximum width wheels, 1" tolerance. May be double centered. Oversized lug nuts required on steel wheels. Beadlock wheel permitted on right side. All tires subject to lab testing at any time. No chemical treating of tires allowed. All general tire rules apply.

PROTEST FEES

- Built engine- Head \$600, Bottom end \$600
- Crate engine- \$1,200
- Track retains \$200