

2023 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:

Hunt the Front Super Dirt Series Rules apply.

<https://www.htfseries.com/series-rules/>

LIMITED LATE MODEL/STEELHEAD:

ENGINE RULE:

- GM 602 Crate Engine. 2200 lbs. 12" spoiler & side supports. GM 604 Crate Engine. 2300 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 Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56 , Pro 2 & Pro 3. NO RIBBED TIRES. Grooving and siping allowed. All general tire rules apply.

604 CRATE LATE MODEL:

- Crate Racin' USA Series Rules apply.

<https://latemodeltouring.crateracinusa.com/downloads/get.aspx?i=794082>

<https://latemodeltouring.crateracinusa.com/downloads/get.aspx?i=816994>

- Tire Rule: Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56 , Pro 2 & Pro 3. NO RIBBED TIRES. Grooving and siping allowed. All general tire rules apply.

602 LATE MODEL SPORTSMAN/602 CHARGER:

2350 lbs./GM 602, Rebuilt Engine 2400 lbs.

RR NDRA tire 25 lb. weight break.

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:

- Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56 , Pro 2 & Pro 3. NO RIBBED TIRES. 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. 2700lbs with driver 2600 lbs. with 602 stock Crate Engine. 2650 lbs. with 602 built 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.

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. MUST be stock length to the engine. No H-beam rods. Example, 350 Chevrolet 5.7" maximum.

PISTONS:

- A. Pistons: 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. Roller cams add 50 lbs.
- 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 from front clip to center of rear end, 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. 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. No 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. Coil Over Eliminator allowed.
- D. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- E. Weight Jacks permitted.
- F. NO 5th coils, reese bars or additional lift bars allowed.
- G. 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. Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56 , Pro 2 & Pro 3. NO RIBBED TIRES.
- 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 carry a 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.
- D. Racing seat with 3" 5-point racing belt and shoulder harness required. Seat must be fastened to roll cage and not to floor.
- E. Battery may be moved but must be strapped securely with metal straps and completely covered if in driver's compartment.
- F. Approved helmet and full fire resistant driver's suit required.
- G. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.
- H. 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 2,950 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. 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 spring.
- 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 permitted are:
 - 1. -Edelbrock 2101, 2701 or 7101;
 - 2. -Weiand 8120 or 8150;
 - 3. -Summit racing 226008 or 226012.
- D. No porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. No milling or hogging out of plenum.
- E. Ford Motorsports low profile aluminum intake permitted – must add 50lbs, and no spacer with this intake.
- F. 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 Vacuum Secondary only. Single or dual line ok. No porting or polishing, check with go-no go gauges. 80541HP 650 cfm.
- 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 triple disc or 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 & Brinn transmissions allowed.

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. Stock steel shocks, non-adjustable, will be checked by magnet.
- D. Both rear upper, and lower trailing arms should be same length in stock location. Can use aftermarket arms, no adjustable no heim joints on either end. May use stock bushing, neoprene, or monoball. From bottom of axle tube to center of mounting bolt 2³/₄" on lower arms.
- 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.
- 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. 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.
- 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. 8" tire rule. AR500/H500 and stocker hard permitted.
- C. 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.

OPEN WHEEL MODIFIED

- Crate Racin' USA rules permitted.
- All general tire rules apply.

STREET STOCK

- Crate Racin' USA & Miss. State rules permitted.
- 10" wheels permitted.
- H500/AR500 permitted. All general tire rules apply.

CROWN VIC /GRAND MARQUIS

BODY:

- A. FRONT AND REAR BUMPER MUST REMAIN STOCK WITH NO SHARP EDGES. BUMPERS MUST HAVE TOW CHAINS FRONT AND REAR.
- B. NO PUSH BARS IN FRONT OR REAR OF CAR.
- C. HOOD AND TRUNK MAY UTILIZE STOCK HINGES, BUT MUST BE SECURED WITH HOOD PINS.
- D. NO HULLING OR LIGHTENING OF BODY. THE ONLY AREAS ON CAR.
- E. THAT MAY BE HULLED ARE THE FRONT DRIVER AND PASSENGER DOORS.
- F. ALL FLAMMABLE MATERIALS AND GLASS MUST BE REMOVED.
- G. ANY HOLES IN FRONT FIREWALL AND REAR FIREWALL MUST BE COVERED WITH ALUMINUM OR STEEL.
- H. ALL CARS MUST HAVE NUMBERS ON FRONT DOORS AND ROOF.
- I. STEERING COLUMN MUST REMAIN STOCK, ALL AIRBAGS MUST BE REMOVED. QUICK RELEASE STEERING WHEEL OK, BUT MUST BE MOUNTED TO STOCK STEERING COLUM.
- J. MUST HAVE AT LEAST 4 VERTICAL WINDSHIELD BARS IN FRONT OF DRIVER.
- K. ROLL CAGE MUST BE INSIDE DRIVER COMPARTMENT ONLY, NO PART OF CAGE MAY EXTEND OUTSIDE OF PASSENGER COMPARTMENT.

- L. MUST HAVE STOCK DASH IN PLACE.
- M. FOUR DRIVER DOOR BARS AND 3 PASSENGER DOOR BARS MINIMUM.
- N. CAGE MUST BE SECURELY MOUNTED TO FRAME SUSPENSION.
- O. NO ALTERING OF STOCK SUSPENSION.

ENGINE/ TRANSMISSION:

- A. ENGINE MUST BE COMPLETELY STOCK.
- B. 4.6 SOHC
- C. MUST HAVE MUFFLERS.
- D. EXHAUST MUST EXTEND TO REAR TIRES.
- E. CATALYTIC CONVERTOR MAY BE REMOVED.
- F. TRANSMISSION MUST BE COMPLETELY STOCK.
- G. A.C. CONDENSOR MUST BE REMOVED.

SAFETY:

- A. DRIVERS MUST WEAR FULL FIRE SUIT, RACING GLOVES, RACING SHOES AND HELMET WHILE ON TRACK.
- B. HANS DEVICE RECOMMEND.
- C. RACING SEAT AND BELTS MANDATORY.
- D. RACING BELT MUST HAVE 5 POINT SYSTEM.
- E. FIRE EXTINGUISHER REQUIRED IN ALL CARS.
- F. BATTERY MAY BE IN STOCK LOCATION OR RELOCATED TO TRUCK, NO BATTERIES INSIDE COCKPIT/PASSENGER COMPARTMENT.
- G. BATTERY DISCONNECT SWITCH ON THE DRIVER SIDE, REAR SPEAKER AREA.

TIRES/WHEELS:

- A. TIRES MUST BE DOT LEGAL AND ALL 4 TIRES MUST BE THE SAME SIZE.
- B. WHEELS MUST BE STOCK STEEL AND ALL 4 WHEELS MUST BE SAME SIZE AND OFFSET.
- C. NO WHEEL SPACERS OF ANY KIND.

WEIGHT:

- A. NO ADDING BALLAST OF ANY TYPE TO CAR.

BRAKES:

A. MUST REMAIN FACTORY STOCK, ALL 4 CORNERS MUST BE OPERABLE.

REAREND:

A. MUST BE FACTORY STOCK REAREND WITH STOCK COMPONENTS.

B. THE ONLY LEGAL GEARS WILL BE 2.73, 3.27, AND 3.55.

C. REAR DIFFERENTIAL MAY BE LOCKED BY ANY MEANS NECESSARY, BUT GEAR RATIO RULE REMAINS THE SAME (3.55 MAX GEAR).

FUEL:

A. PUMP GAS ONLY, NO RACING FUEL.

B. STOCK FUEL TANK AND FUEL PUMP ONLY.

THE ABSENCE OF A SPECIFIC RULE DOES NOT IMPLY APPROVAL, CONSENT OR PERMISSION REGARDING THAT SUBJECT. ANY QUESTIONS OR DOUBTS REGARDING SUCH MATTERS SHOULD BE DIRECTED TO TRACK OFFICIALS FOR CLARIFICATION.

PROTEST FEE

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