

2018 - 2020
Rockford Speedway
Rules & Specifications
(Updated March 6, 2018)

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FORWARD

Rockford Speedway has provided over a half century of highly competitive racing entertainment to auto racing enthusiasts across the Midwest. The same high goals set in 1948 for competition are preserved by presenting a level playing field for competitors from the entry-level divisions to the Late Model division. These goals have been reached with this rulebook by using innovative ideas, affordable racing and fair enforcement. With a determined dedication to racing, the management, R.A.C.E. staff and NASCAR officials will use their best efforts throughout the season to keep the standards of racing at Rockford Speedway high.

There have been many changes over the past seasons. We want this year to be a landmark year for the Rockford Speedway and YOU are the biggest part.

The Deery Family, NASCAR Officials and the Rockford Speedway staff wish you a successful, fun and a rewarding career of racing. Thank You.

Jody Deery
Promoter/CEO
Rockford Speedway, Inc.

PROMOTIONAL RELEASE

Any competitor who wishes to compete, consents to the use of his name, pictures of himself and car for publicity. Advertising and endorsements both before and after the racing events, and relinquishes any rights to photos taken in connection with events and consents to the publication or sale of such photos as the speedway management so desires.

ROCKFORD SPEEDWAY INC.

P.O. Box 1000, Rockford, IL 61105-1000

9572 Forest Hills Road, Loves Park, IL 61111

24 hour Race Hotline: 815.633.1500 **Business offices:** 815.633.0735 / 815.633.0063

Fax: 815.654.8360

E-mail: rockfordspeedway@gmail.com

SECTION 1

GENERAL RULES

1. APPLICATION

- 1.1 This general rules section applies to each and every racer, mechanic and / or all pit personnel. Some items, obviously, do not apply to each class. You can easily determine which rules do not apply to you. You are expected to know the rules. Ignorance will not be tolerated as an excuse.

2. COMPETITOR OBLIGATIONS

- 2.1 Every driver must inspect the racing surface and race track area to learn of any defects, obstructions, or anything which, in his opinion, is unsafe and shall report that condition in writing, to the Director of Competition. Any driver entering any racing event is considered to have inspected the track and all conditions are satisfactory to him. If not, *driver should not race*. The participant indicates that he is aware that auto racing involves risks and assumes these risks with full awareness and knowledge.

3. GENERAL STATEMENT

- 3.1 The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum requirements for such racing events. These rules shall govern the condition of all Rockford Speedway events, and by participating in these events, participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publication of, or compliance with these rules and / or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. The official in charge shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. *No expressed or implied warranty of safety shall result from such alteration of specifications*. Any interpretation or deviation of these rules is left to the discretion of the officials in charge. Their decision is final.

4. CONDUCT

- 4.1 Any fighting or reckless driving in the Pit area may subject the offender to suspension depending on the seriousness of the incident and the decision of the Management. Continuing problems from the same individual will result in permanent suspension. A fine greater than \$100.00 may be assessed to participant or participants of a fight.
- 4.2 We demand courteous conduct from all participants at all times. We will not tolerate profanity in front of race fans or Officials or Management. Profane signs on your car, sex signs, swastikas or Nazi symbols on your car or clothes, unusual dress or hairstyles are not allowed. We expect you to look like a professional and act like one! Be clean, uniformed and look respectable.
- 4.3 Penalties and fines for violation of the conduct, race procedure, and general rules may be implemented per the NASCAR Rule Book to all participants (NASCAR members and non members) at the discretion of the officials.
- 4.4 At any time the display of any type of weapon or threat of bodily harm will result in permanent suspension for the entire racing crew and will result in arrest of all parties involved.
- 4.5 Every racer is expected to participate in every event that it's possible for him to run. By refusing to participate because of disagreement with the length, type, or style of the race, racer is subject to suspension by Management.
- 4.6 Social media is an integral part of society and can be a positive influence on the sport. Rockford Speedway will Monitor social media for any derogatory post, and will take appropriate action when necessary.

5. TRACK POLICY:

IMPORTANT NOTICE TO ALL PERSONNEL:

- 5.1 Rockford Speedway is private property. Any person on this property without the expressed permission of Rockford Speedway, its owners or management is guilty of trespass and subject to the penalties prescribed by law. Through your NASCAR license and registration, you have been given the authority and the right to be on this property in conjunction with racing activities. However, the Administration of Rockford Speedway reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interest of the sport of auto racing, fellow competitors, the fans, staff and management of Rockford Speedway.

SECTION 2

BENEFITS & INSURANCE

1 PARTICIPANT BENEFITS

- 1.1 Posted in the pit shack and tire room are certificate of benefits which applies to everyone signed into the Pits. You and your crew members are covered with benefits as described by the certificate. Contact Rockford Speedway management with any questions or problems regarding benefits.
- 1.2 All competitors, crews and persons are encouraged to be a current member of NASCAR to gain entrance to the restricted pit areas.

2 BENEFIT PLAN

- 2.1 Each participant with a competitor permit, and who has signed the release sheet for the Event for which the competitor permit is issued, is eligible to be entitled to benefits if he is accidentally injured while participating in said Event. All competitors agree to abide by the decisions of the Benefit Plan officials in administering the Benefit Plan. The Benefit Plan applies only at Events and not while in route to or from an Event.
- 2.2 Benefit questions must be presented in a timely manner.
- 2.3 We recommend that you familiarize yourself with available benefits.
- 2.4 It is the participants' responsibility to understand the waiver and release. Any and all questions, misunderstandings and concerns should be addressed before participant signs the waiver and release forms.
- 2.5 Competitor or pit permits are not transferable and are not to be signed by anyone except the person to whom issued.
- 2.6 Any transfer of competitor permits will result in immediate expulsion of offending cars, entire crew and/or persons associated with car.
- 2.7 No participant will be allowed in the pit area until he or she has secured a competitor permit and signed the release sheet for that particular event.
- 2.8 The Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means.

3 LIABILITY INSURANCE

- 3.1 Our liability Insurance insures the race track, the car owner, driver and sponsors. (Certificates are available for review by sponsors. Policy reviews and/or additional insured can be arranged at prevailing cost.)
- 3.2 The Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts by any means.

4 MINORS

- 4.1 MINORS: (17 years and under) prepare in advance the necessary releases for your both parent's or legal guardian's signature. Don't wait until race day!!
- 4.2 Absolutely no one under 6 years of age will be admitted to pit area.

5 CLAIM INFORMATION

- 5.1 When involved in an accident involving an injury to you, advise the racing officials immediately so the necessary reporting will be accomplished.
- 5.2 **NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE SPEEDWAY PROPERTY ON DAY OF EVENT.** Contact the Ambulance driver or Pit Director and give him a full report before you leave the Speedway. If physically unable, your crew must be responsible for this report.
- 5.3 Any participant involved in an accident while on the racing premises and who does not report to a NASCAR Official before leaving the premises will not be eligible for benefits prescribed under the Benefit Plan.
- 5.4 Any participant returning to competition or usual occupation after injury shall be deemed, for the purposes of the Benefit Plan, to be physically fit, and further disability benefits and/or medical benefits shall cease as of that date.

SECTION 3

GENERAL POLICY

1 STATE LICENSE REQUIREMENTS

- 1.1 In order to compete, all race cars, towing vehicles, trailers and/or automotive equipment shall comply fully with all laws concerning motor vehicles.

2 PREVAILING POLICY

- 2.1 The racing officials and management will resolve any disagreement over technical questions or operations. When their decision is rendered, such decision is final and binding.
- 2.2 The Speedway Management and Officials will establish the length, frequency, and administration of all events and programs. Exceptions may be made at the discretion of the Management.
- 2.3 The Management and officials will determine all finishing positions and their decision is final.
- 2.4 Any complaints, disputes, questions or problems must be directed to the Director of Competition immediately following the event.
- 2.5 It is the duty of all drivers, car owners and crew to notify officials of any unsafe equipment, practices or any rule infraction of any car or driver.
- 2.6 Continuous developments in racing may necessitate changes. If necessary, we may update, modify and add to or delete rules. ***The NASCAR "EIRI" (except in rare instances) rule is always in effect and applicable.***
- 2.7 Independent Contractor Status - All Participants are and shall be independent contractors and not agents, servants, or employees. Participants shall use their own methods in performing their duties in accordance with the rules, as obligation to furnish any tools, supplies or materials, which he deems necessary to perform his duties. The participant shall be responsible for compensating, and shall be responsible for all actions of his employees or agents and assumes and takes full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due and payable on any funds the participant may receive as a result of his duties and/or activities as a participant, including but not limited to social security taxes, unemployment insurance taxes, compensation insurance, income and withholding taxes.
- 2.8 EMERGENCY ACTION: If the act or omission of a Member is determined by an Official or Management to constitute a serious threat to the orderly conduct of the race or racing procedures, that Official may take action against the member. Such emergency action may include ejection from the racetrack and racing premises, suspension of membership and license, or any other action designed to remove the threat created by the member.

3 RESTRICTED AREA POLICY

- 3.1 Full shoes, pants and shirts covering shoulders and torso are recommended at all times in the pit area.
- 3.2 Devices for the purpose of transmitting any radio signals will not be allowed unless specified. The NASCAR confiscation rule will apply.
- 3.3 Possession, consumption or distribution of any alcoholic beverage or controlled substance at any time while in the restricted areas is prohibited.
- 3.4 Officials will use the NASCAR procedure on all participants as it relates to use, distribution or possession of drugs, narcotics or alcohol. By entering the restricted area, all participants agree to accept this policy and procedure. Penalties are determined by NASCAR.
- 3.5 When in the Pit area, maintain a constant watch for your own protection.

4 RACE TRACK OPERATING PROCEDURE

- 4.1 The only people allowed on the racetrack and infield is racing staff & officials. Everyone must stay away at all times unless requested to assist for some special reason. Drivers may seek a place of safety in the infield following disablement. When disabled, stay in your car. Do not remove your helmet or seat belts. Do not get out and examine the damage to your car.
- 4.2 Do not enter the racing surface without expressed authorization an official will O.K. your entry at the track entrance and signal for you to proceed.
- 4.3 Pit crews, owners or personnel related to any car are not allowed on the track at any time.

- 4.4 The track may not be used for practice at any time other than the times designated in these rules. Management will not allow practice except as under the formal track rental agreements.
- 4.5 Any competing vehicle, whose speed has been reduced to a point where it causes a safety issue or retards the track activity, will be removed from the racing surface at the option of the officials.
- 4.6 Our racing program is based on the availability of enough vehicles qualified. If this number is not available, alternative scheduling or programming will be used. Racing events will be "lined up" to accomplish the best racing program.
- 4.7 No driver may get out of his car on the track or infield to argue or discuss the race with any official. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
- 4.8 Any event is completed when the leader has run over one half of the scheduled length or terminated by the Officials for safety reasons.

5 PAYOFF PROCEDURES

- 5.1 The starting drivers shall earn all points.
- 5.2 All payments will be made to the starting driver. All purse money is paid to the driver and or register car owner.
- 5.3 If a program is shortened by rain or by an unforeseeable or fortuitous event, yet 'considered' completed and no rain checks issued, payoff will be made for events completed.
- 5.4 All race results will be available at payoff. All winnings will be paid during Payoff.
- 5.5 Payoff is made in cash at the completion of each evening's events at payoff window.
- 5.6 Previous events payoff will be available at Pit Shack at the division next event. Any back pay made by check, will have a \$2.00 check fee deducted.
- 5.7 The driver or register car owner will receive 1099 tax information.

6 TEAM RESPONSIBILITIES

- 6.1 Any time the conduct of any team member or driver is a discredit to the Speedway, the racing industry or to himself, they will be removed from all racing activity at the Speedway.
- 6.2 **The driver is responsible for all and each of the people associated with his car and / or signed in with the car.**
- 6.3 Responsibilities of the driver and crew are addressed in the NASCAR Rule Book and will prevail in most cases.
- 6.4 Infractions caused by crew members, car owners, family members or associates will result in expulsion of car, driver and entire team for said event.

7 DRIVER ELIGIBILITY

- 7.1 Must possess a NASCAR Drivers License for LM, SP, AST, RR and Bandits
- 7.3 Must be at least **14** years old for any division with approval, ages 14-15 may compete in support divisions after undergoing evaluation by Minor's Eligibility Panel
- 7.4 Must be physically fit for racing.
- 7.5 Ages 20 years and under must file a fully executed and signed NASCAR minors release to be eligible to compete. Must be signed by both parents and legal guardian.
- 7.6 Management reserves the right to accept or deny eligibility to anyone.

8 RACE CAR PROCEDURE

- 8.1 Each car may qualify once. Qualify refers to time trials or qualifying heats, whichever event occurs first.
- 8.2 A driver may swap with a car that has qualified and competed in preliminary events. However, the driver must start in the rear. Driver may improve start position by running qualifying race and/or semi.
- 8.3 Failure to time trial or run preliminary races will exclude car from the feature field. E.I.R.I. will be used when field is less than posted starting number of cars.
- 8.4 Car / driver must run all preliminary events to maintain feature starting position. Exception to this rule based on damage or inability to complete by approval of Director of Competition only.
- 8.5 When available, an alternative to all features will be selected. Order of time trials, finish of preliminary races or top point driver in current point's basis will be used in selection of preliminary races or top point driver in current point basis will be used in selection of alternate.

- 8.6 An alternate starting field car may be selected to join the starting field if a qualified car fails to join the field at "one to go."
- 8.7 A driver may re-time trial an additional car; however doing so disqualifies the first car and time.
- 8.8 The driver who time trials the car must drive it in the racing program.
- 8.9 No drivers may be relieved without prior approval by track management or the Director of Competition.
- 8.10 **Transponder, RACEceiver & scanners.** Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**
My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

SECTION 4

PROTEST AND INSPECTION

1 PROTEST

- 1.1 Only NASCAR registered car owners and drivers are eligible to file a protest of any kind. The only exception is Roadrunner drivers and car owners may file a protest within their division.
- 1.2 The protest must be filed within 15 minutes following the finish of the event with the NASCAR Director of Competition.
- 1.3 The protest Fee, as described below, in cash, must be deposited with the NASCAR Director of Competition before inspection begins.
- 1.4 On all protests, it is the driver's responsibility to prove his legality, not the Officials' to prove the violation.
- 1.5 The protest fee will be:
 - 1) Returned to complainant if subject car is illegal, less \$50 admin fee.
 - 2) Forfeited to Car Owner if subject car is legal, less \$50 admin fee.If subject is found to be illegal:
 - 1) Driver forfeits all winnings for that program.
 - 2) Driver forfeits all points for the event. Driver may lose accumulated points in an amount determined by officials.
 - 3) The Driver and/or car may be suspended for a period determined by racing officials.
 - 4) The illegal parts will be confiscated.
- 1.6 The "fee" shall be for a determined protest item and may not be transferred to another complaint. Each protest complaint shall have its own fee.
- 1.7 The following people will be allowed to be present at protest site: car driver, car owner, NASCAR Director of Competition, NASCAR technical supervisors, speedway management, and complainant.
- 1.8 Any decisions, findings, results, changes, corrections or additions will be made subject to conditions at the time subject to approval by Speedway Management. GROUNDS OF COMPLAINT MAY BE OVERRULED BY THE DIRECTOR OF COMPETITION AND/OR ROCKFORD SPEEDWAY MANAGEMENT.
- 1.9 PROTEST FEE WILL START AT \$ 550.00

2 INSPECTIONS AND PENALTIES

- 2.1 Competitor Obligations - A competitor must take whatever steps are required, including teardown of the car, as requested by a NASCAR official to facilitate inspection of the car. Failure to submit to inspection, or take all steps requested of inspection shall result in immediate disqualification, suspension of the driver and car owner and/or a cash fine.
- 2.2 All competing cars will be subject to technical inspections every night throughout the season at a time and interval determined by the Director of Competition. No forewarning will be made.
- 2.3 Any car not conforming to the rules will be subject to several method penalties:
 - A. Car may be disqualified, forfeiting all points for the season, plus any moneys earned during the immediate past race meet.
 - B. Points and moneys may be forfeited in the amount and severity decided upon by the Director of Competition.
 - C. Additional weight may be required to be added as determined by the Director of Competition. It may be doubled if the infraction is not corrected by the next race meet. If not corrected by the 3rd meet, the car will be disqualified.
- 2.4 All cars are subject to material inspection by the Officials. Workmanship and appearance shall be determining factor to whether Officials permit the car to enter competition.
- 2.5 All parts declared illegal by inspection or protest will be confiscated by R.A.C.E. and NASCAR Officials and disposed of at their discretion.
- 2.6 As an alternative to confiscation of the item, a cash fine may be served. Collected fines will be added to division season point fund. Car and driver may not compete until all fines are paid or parts confiscated.

- 2.7 On all inspections, it is the driver's duty to prove his legality, not the Officials to prove the violation.
- 2.8 During an "inspection teardown" only the following people will be allowed to be present at the inspection site: car owner, car driver, NASCAR Director of Competition, technical supervisors, and speedway management.
- 2.9 ***Speedway management and/or officials reserve the right to impound a car at any time for any reason.***

SECTION 5

REGISTRATION INFORMATION

1. DRIVER / CREW REGISTRATION

- 1.1 The Late Model, All-American Sportsman, American Short Tracker, Roadrunner and Bandits divisions compete under the sanction of NASCAR.
- 1.2 All drivers in these divisions MUST be members of NASCAR and R.A.C.E. to be able to compete.
- 1.3 Mechanics, owners and sponsors are required to join NASCAR and R.A.C.E. to receive pit gate fee reduction and plan benefits.
- 1.4 Registration forms are available from Rockford Speedway.

2. NUMBER ASSIGNMENT

- 2.1 We will attempt to reassign all numbers that were taken in previous year to those who had them. "Reassigned numbers" will be held until the preseason registration meeting in February or March.
- 2.2 Walk-in registration will begin March 1st. for previous year registered driver and crews, that had earned points. Driver may pay all fees and register their previous year car number..
- 2.3 At the registration meeting, all and any unassigned numbers become available to anyone. No numbers will be assigned until the vehicle registration form has been received.
- 2.4 Rockford Speedway management reserves the right to assign, award or dictate number assignments.
- 2.5 Champions may have No. 1 if they desire.

3. IDENTIFICATION CARDS

- 3.1 All registered drivers will receive an official I.D. card that must be presented each time when entering the pits to receive pit fee reduction.
- 3.2 No one may participate in race events without being properly registered. **All fees and registrations will be doubled for anyone violating this rule.**
- 3.3 All members of R.A.C.E. must hold a current Membership.
- 3.4 In rare instances, a temporary license may be issued, valid for two weeks, then open rates will be charged.

SECTION 6

PRACTICE NIGHTS & TRACK RENTAL

1. PRACTICE NIGHTS

- 1.1 Each Thursday night, when scheduled, open practice sessions from 5:00 PM until sunset are scheduled. Practice allows only one car on the track at any time. Cars are to line up at the track entrance ramp to await their rotation.
- 1.2 **No children under 6 are allowed.**
- 1.3 Both Parents or legal guardian must sign minor release for all persons under 18 years old.
- 1.4 Other scheduling and or speedway business may preempt practice days.

2. TRACK RENTALS

- 2.1 The track is available for use at other times. Call track office for availability and reservation. Must reserve track rental time at least seven days in advance. NO Rentals on event day.
- 2.2 Rental times are 9 AM till noon; Noon till 3 PM; 3 PM till 6 PM
- 2.3 **Rental fee is \$150.00 for 3 hour time slot, per car for non R.A.C.E. members**
- 2.4 **Rental fee is \$75.00 for 3 hour time slot, per car for R.A.C.E. members.**
- 2.5 Rental times and rates are subject to change.
- 2.6 Multiple cars will be allowed during a track rental session, however only one car on track at a time. Fees will be charged on a per car basis.
- 2.7 "Rain checks" are not issued for any reason.
- 2.8 All individuals must sign a Waiver and Release prior to entering restricted areas.

SECTION 7

MINIMUM SPECIFICATIONS

Rockford Speedway will compete under the sanctions of NASCAR. The specifications listed will become part of the Official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and R.A.C.E. specifications. Any disputes will be resolved by NASCAR and R.A.C.E. officials.

1 GENERAL

- 1.1 At any time, before, during or after an event, officials may require additional measures or equipment or make additional determinations, as they deem necessary to further reduce the risk to competitors.
- 1.2 All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare each car FREE of defects and in safe racing condition.
- 1.3 A quick release type approved safety belt of no less than three (3) inches in width is mandatory. Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. The belt must come from behind the driver. Shoulder harness inertia reel not allowed. Belts must show manufacturer's production date within two years for LM, SP, AST and three years for RR, WWOW, Figure 8, Bandits.
- 1.4 A padded head restraint with approved installation recommended.
- 1.5 Hans or Hutchins II device is highly recommended for all participants.
- 1.6 Center top of steering post must be padded with at least two inches of resilient material.
- 1.7 All cars must have approved five pound or greater fire extinguisher.
- 1.8 Each pit crew should have an approved fire extinguisher in ready reach for any emergency.
- 1.9 All competitors' helmets must meet the specifications set forth in Title 49, Code of Federal Regulations, Part 571, Federal Motor Vehicle Safety Standard Number 571.218 or meet the specifications, in ANSI A90.1-1971, ANSI Z90.1a-1973 and ANSI Z90.1b-1979, and meet SNELL minimums. **Minimum SNELL SA-2010 rating required, SNELL 2015 Recommended.**
- 1.10 Driver's seat must be fastened to the frame and must be located a minimum of eight (8) inches from the inside of the closest driver's door bar.
 - a) Rib rest shall remain flexible, not reinforced.
 - b) No fiberglass seats.
- 1.11 **Flame-retardant gloves are mandatory in all divisions, to be worn at all times on track.**
 - A. \$25.00 fine for first violation.
 - B. \$50.00 fine for second violation.
 - C. Suspension for third violation.
- 1.12 Window nets are required and must be used at all times. "Quick release" method of mounting is mandatory. Window net must be approved ribbon or mesh type. Window net must "fall down" when released. Helmet right side nets recommended.
- 1.13 All drivers must be protected at all times, including practice, with a recommended flame resistant driving suit of 2 piece top & bottom or undergarments.
- 1.14 **RECOMMENDED INDIVIDUAL PERSONAL PROTECTION**

- On board fire system with 2 nozzles
- Single layer suit with complete underwear
- Multiple layer driver suit
- Nomex driving shoes
- Nomex socks
- HANS or Hutchins II device
- Approved sternum harness

- Neck collar
- Full face helmet
- Racing seat head rest
- High density roll bar padding
- Cage "helmet" net
- Collapsible steering column
- Collapsible steering wheel

2 BATTERY MOUNTING MASTER CONTROL SWITCH

-
- 2.0 12-volt single battery systems only. Dry Cell highly recommended.
 - 2.1 Battery must be securely mounted and covered.
 - 2.2 Battery must be located within the frame rails and forward of rear axle.
 - 2.3 Master on-off switch required ground side.
 - A. Late Models and All-American Sportsman mounted within reach from outside driver's door.
 - B. American Short Trackers - on driver's side cowl panel, in reach from outside race car.
 Exception: See BANDITS>

3 FUEL REQUIREMENTS

-
- 3.1 Fuel cells must be separated from the driver's compartment by a full, complete metal firewall.
 - 3.2 Fuel cells must be securely mounted between the frame rails and behind the rear end. Fuel cell must be adequately protected from behind and below by a triangularly braced fuel tank guard.
 - a) Minimum of two (2) 1 ½"x 1/8" straps under and over fuel cell.
 - 3.3 Cell must be protected with 1/8" steel plates on rear, left and right sides.
 - 3.4 "Vent tube" must exit out the rear of the car.
 - 3.5 Fuel tank must be minimum spec. tank of an outside 18 gauge steel canister, liner of plastic, or suitable rubber, sponge baffles, and boltable filler plate assembly with operable check valves.
 - 3.6 Maximum capacity of fuel tank: 22 gallon.
 - 3.7 Lowest point of the fuel tank and assembly must be minimum of 10" from ground on Late Model and AST cars.
 - 3.8 10" minimum on all All-American Sportsman cars, from the ground. All-American Sportsman may use 2 - 1" square tubing for fuel tank support.
 - 3.9 Roadrunners, NF8L, and WWoW, Bandits and Original Sixers may utilize an approved fuel container as an alternative to a fuel cell. Maximum capacity of 8 gallons must be mounted above trunk floor.
 - 3.10 Fuel filler may not be mounted to body.
 - 3.11 No electric fuel pumps. (Exception 3.12)
 - 3.12 American Short Trackers may use an electric fuel pump provided an on/off switch is within easy reach of the driver and labeled. Bandits, Internationals, WWOW and Original Sixers may use stock electric fuel pump.
 - 3.13 No pressure fuel systems except Bandits, WWOW, and Original Sixers
 - 3.14 Absolutely no use of nitrous oxide or NO2 injectors will be allowed.
 - 3.15 Regularly available pump gas or Racing Gasoline only as a fuel, no fuel additives allowed.
 - 3.16 Fuel specifications violations will result in a cash fine of \$300.00 minimum to \$500.00 maximum.
 - 3.17 **No E 85 Fuel Allowed. Fuel must meet properties of track pump fuel.**
Fuel samples may be taken at ANY TIME and tested (digitron, specific gravity, germaine drop testing, water tasting and any other testing deemed necessary) . alcohol, nitromethane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/ or fuels that contain masking agents or oxygen

are NOT PERMITTED. USE OF SUCH SUBSTANCE OR ADDITIVE WILL RESULT IN IMMEDIATE DISQUALIFICATION.

3.18 OBERG Automatic Fuel Shutoff (part # SV0828) is optional.

4 CAR APPEARANCE AND LETTERING

- 4.1 Professional lettering and painting are required. All race cars must be neat appearing with a good paint job. The car number must be at least 18" or more in height and appear on both doors of the car in a **contrasting** color. This means the number must be significantly darker or lighter than the base color, not just different. Numbers should be easily readable from 100 yards.
- 4.2 Cars must display roof numbers 30" high, readable from the right side for scoring.
- 4.3 Gold, silver, or foil number decals are **NOT** permitted
- 4.4 The driver's last name and car number, a 4" minimum letter height, must be displayed on windshield, with car number on front headlight door and rear deck lid.
- 4.5 No Bump Stops allowed in any division.
- 4.5 Series decal locations are mandatory as shown prescribed by technical bulletin. All purse moneys will be forfeited if car does not comply with all decal and patch locations.
- 4.6 The hood must be in place for all events unless approved by Speedway official.
- 4.7 No "For Sale" signs on cars while racing.
- 4.8 No decals with questionable language, symbols or signs.
- 4.9 Dark color paint schemes are discouraged.
- 4.10 **All spoilers must be clear.**

5 MUFFLERS

- 5.1 All competing cars, in all divisions, at all times, must have a muffler or restrictor device that meets minimum specifications of 100 decibels @ 100'.
- 5.2 Muffler or restrictor device must be easily removed, not welded.

6 WEIGHT

- 6.1 All weight measurements, including minimums, will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head.
- 6.2 All "added" weight must be mounted to FRAME or UNIBODY STRUCTURE. Consult division guidelines in this book. Do not mount to firewall, floor pan, or within driver's compartment.
- 6.3 Minimum weight units - 5 lb. **and must be readily available for less than \$4 per pound.**
- 6.4 All ballast weight will be painted white and numbered to car. \$25 fine for each piece that fails to comply.
- 6.5 Any loss of weight from any car for any reason, will result in a cash fine of \$25.00 for 1st offense, \$100.00 for every occurrence thereafter.
- 6.6 Ballast weight must meet 10" ground clearance behind rear axle.
- 6.7 Weight determined by the official Rockford Speedway scales only.

7 MATERIALS

- 7.1 No ceramic components or chemical coatings allowed in engine internal areas of intake manifold, exhaust manifold and cylinder heads, headers, engine oiling system, drive train or suspension.
 - a) Ceramic piston coating is permitted.
- 7.2 No carbon fiber components or coated products allowed. (Helmet material acceptable as a helmet only.)
- 7.3 No Bump stops allowed in any divisions.

8 TRACK TIRE RULE

LATE MODELS & SPORTSMAN

One new race tire allowed per night (unless otherwise noted). Three used tires must be marked and approved by a Rockford Speedway Tire marshal/Tech Official.

All Race Teams MUST fill out a Rockford Speedway Tire Card and have it handed in at Tech before their race car qualifies. All four tire Serial Numbers MUST be legibly written on the card and those tires MUST be used for qualifying and all races in said racing program, unless otherwise noted.

Tire Treatment of any kind is NOT permitted

****NOT FOLLOWING TIRE PROCEDURES MAY RESULT IN LOSS OF QUALIFYING LAPS OR DISQUALIFICATION****

OPENING NIGHT TIRES

1st week- 4 new tires allowed

2nd week- 2 new tires allowed

3rd week- 1 new tire allowed

After third week, 1 new tire per week (UNLESS OTHERWISE NOTED)

AMERICAN SHORT TRACKERS

Same rules apply as the Late Models with the following exceptions

8.13 Teams may purchase a tire every second night of competition.

8.14 Teams may only purchase **six** new tires prior to the season start.

8.15 Multiple replacement tires (damaged, etc.) allowed only with Tech Official or Director of Competition's approval.

9 MISCELLANEOUS

9.1 Race Receivers required in all division racing. Receivers must receive Race Control frequency 454.0000.

9.2 Instead of a receiver, radios allowed in the Late Model division only. If using a radio, driver must provide a spotter in designated Spotter area and driver must also monitor race control frequency. Any other use will result in confiscation of equipment and a cash fine. All frequencies must be registered with Officials before competition.

9.3 Appearance of pit personnel must be neat and clean. Remember -- your appearance and manner is a visual statement for your sponsors and fans.

9.4 Rockford Speedway Identification Patch must be displayed on all drivers' uniforms. It must be located above "chest pocket" area on either side.

9.5 "Series" sponsor patches may be required on your uniform.

9.6 Only one center mounted inside mirror. No outside mirrors except left "spot" mirror allowed. Cannot be mounted outside.). A 4-panel maximum wink mirror allowed.

9.7 Tow hook on front and rear required in ALL DIVISIONS. Front hook may be under hood. Tow hooks must be clearly marked with a 3" arrow of contrasting color. Must be made of chain or heavy cable thicker than .25".

9.8 Suspension components including stabilizer bar may not be adjustable from the driving compartment

9.9 **ILLEGAL EQUIPMENT includes but is not limited to-** Nitrous or other injection systems, electric fuel systems, multi-coil, data acquisition, electronic traction-control devices.

9.10 Antifreeze not permitted. First offense: 1-week suspension.

9.11 "Stupid" leaking will result in the following fines:

A. \$25.00 first offense.

B. \$50.00 second offense.

9.12 Rookie drivers may display indication of such.

9.13 All prices for approved parts listed are at current pricing.

9.14 If the rules don't say you can do it-don't do it.

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NASCAR

American Short Trackers

This Rockford Speedway Division will compete under the *sanctions* of NASCAR. The specifications listed will become part of the official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and R.A.C.E. specifications. Any disputes will be resolved by NASCAR officials. All drivers in this division must be members of NASCAR and R.A.C.E. to compete.

NOTICE

All equipment is subject to the approval of NASCAR officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in this NASCAR rule book, will not be eligible for approval.

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**

My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, except for recall analog tach.
All wiring must be visible for inspection.

1 WHEEL BASES AND ELIGIBLE MODELS

1.1 1994 and older American produced 94" to 103" stock wheelbase have been approved for competition. Wheelbase must be stock for chassis (+ or - ½ inch)

1.2 Maximum track width 64"

2 BODY AND APPEARANCE

2.1 All cars must be stock appearing with bodies, fenders, bumpers and trunks in proper configuration and symmetrical as produced for make and model.

2.3 Door panels, may be replaced with 22 gauge minimum metal skins that meet stock configuration, size and appearance.

2.4 No substitutes for steel except for hood.

2.5 1999 and older or Management Approved after-market nose and tailpieces that follow original body configuration permitted.

2.6 Openings in the body, fenders and rear created by the removal of lights, door handles and accessories must be covered by solid metal.

- 2.7 Stock appearing hood with no air scoops, holes, vents, ducts or openings in hood.
- 2.8 Hood must be rear-hinged and secured by hood pins (minimum of 2).
- 2.9 No aerodynamic devices to modify air flow. Front lower spoiler or "air dam" is acceptable, provided they do not protrude forward of the bumper and meet 5-inch ride height minimum.
- 2.10 Tires may not protrude over two inches (2") from the original body configuration. Fender wheel wells may be "flared" for tire clearance while maintaining proper body configuration.
- 2.11 Side window door openings must maintain stock size and configuration. All side windows must remain open except for window net. Posts must remain in stock location and stock size. Rear quarter glass openings must be covered with clear Lexan or left open.
- 2.12 A single spoiler may be used, mounted on the rear trailing edge of the stock trunk or hatch. Single plane spoiler and lip may not exceed 5 inches in total height. Width may not exceed, and must follow, rear trailing edge of deck. **Must be center on rear tail section. Spoiler must be clear, spoiler will be measured on rear side.**
- 2.13 non-conforming and non-approved bodies panels will require an additional 100 lbs.

3 WINDSHIELDS AND GLASS

- 3.1 Windshield and rear window mandatory with minimum 1/8" clear Lexan only.
- 3.2 Rear window must be single piece with allowance for two (2) one inch holes for wedge bolt adjustment.
- 3.3 Minimum of 2 center braces, at stock angle, required on front and rear windows.
- 3.4 Front windshield opening and rear window opening must maintain stock factory size, configuration and angle (degree).
- 3.5 No tinted windows allowed.

4 ENGINE LOCATION

- 4.1 The engine must remain in stock location.
- 4.2 Side to side lateral location must be within one inch (1") of the centerline of front frame rails.
- 4.3 Transmission and transmission cross member must remain in stock mounting brackets.

5 ORIGIN

- 5.1 Origin must be GM, Ford or Chrysler.
- 5.2 Engine must match chassis.

6. ENGINE DISPLACEMENT

- 6.1 Approved 4 cylinder in-line engines with maximum displacements and maximum overbore:
 - A. Ford - 2000 (.060), 2300 (.060)
 - B. Chrysler - 2200 (.050)
 - C. GM - 2000 (0.60)
 - D. GM - 2300 (.030)
 - E. GM - 2500 (.030)

7. ENGINE BLOCK

- 7.1 Must be of standard factory production with standard external measurements in all respects.
- 7.2 Iron sleeves may be added to block.

8. ENGINE PISTONS / RODS

- 8.1 Steel connecting rod with stock stroke crank.
- 8.2 No titanium or stainless steel connecting rods.
- 8.3 Any flat top piston without modification except minor valve relief.
- 8.4 GM Production engines will be allowed to run domed pistons on a trial basis.

9. OIL PANS/OIL SYSTEMS

- 9.1 Increased capacity oil pans are allowed.
- 9.2 No external oil pumps or dry sump systems.
- 9.3 No oil coolers.

10. CRANKSHAFT

- 10.1 Any production crankshaft, cast iron, steel or billet steel material, with stock stroke for that engine allowed.

11. CYLINDER HEADS

-
- 11.1 All cylinder heads are subject to approval.
 - 11.2 Cylinder heads must be a stock OEM produced approved casting.
 - 11.3 No after-market or fuel injected heads.
 - 11.4 The cylinder heads must be completely cast iron or aluminum in stock application.
 - 11.5 The intake and exhaust ports and runners must be in the original "as cast" configuration.
 - 11.6 Zero tolerance of any evidence of sanding, grinding, polishing, relieving, alterations, porting, chemical treating, coating or altering the original form of ports, runners or combustion chambers.
 - 11.7 The valves must be stock size & in stock location.
 - 11.8 Combustion chambers may be "cc" matched by reseating valves only.
 - 11.9 The maximum angle allowed of any valve job cut in relationship to matching of valve and seat will be 75 degrees.
 - 11.10 Intake gasket and head gasket surfaces may be re-machined (milled) to improve sealing.
 - 11.11 Any style valve springs and retainers allowed.
 - 11.12 Valve guide material optional.
 - 11.13 Valve angle must remain within two (2) degrees of factory-produced angles.
 - 11.14 No titanium parts in valve train-except retainers.

12. INTAKE MANIFOLD

-
- 12.1 All engines must have stock, unaltered approved production single carburetor, intake manifolds. No alterations of any type permitted to manifold except:
 - a) EGR Hole must be plugged. b) Water Jacket may be welded shut.
 - 12.2 On all engines, only one standard, stock flat gasket may be used between the head and the intake manifold. No wedge type gaskets allowed. No metal or Bakelite spacers allowed.

13. CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

-
- 13.1 Only steel flat tappet camshafts are permitted. No roller cams, no hard faced overlay cams.
 - 13.2 No automatic cam timing devices allowed.
 - 13.3 Camshaft bearings must remain stock type
 - 13.4 Stock rocker arms only, no roller rockers. Roller rockers permitted in push rod engines only.
 - 13.5 No titanium parts allowed.

14. COMPRESSION

-
- 14.1 No compression limit has been set at this time, but is under review.

15. EXHAUST

-
- 15.1 Any type exhaust system permitted.
 - 15.2 Exhaust maximum of 2.5 inch I.D. from end of collector to exhaust pipe exit.
 - 15.3 Exhaust pipe from collector to end of exhaust pipe must be a minimum length of 48 inches, including muffler. Exhaust pipe must be attached to collector at all times with no leaks.
 - 15.4 Entire exhaust system must be outside driver's compartment, under car and in front of firewall. Exhaust must exit underneath the car, pointing downward.
 - 15.5 Muffler device (100 decibels @ 100 feet) is required.
 - 15.6 Exhaust pipe must be securely mounted to the bottom of chassis.

16. CARBURETOR

-
- 16.1 Carburetors allowed are the NASCAR approved Holley 2300 HP 2bbl, part #7448 and the Holley 300 HP 2bbl, part #80787-1, and with a venturi size of 1 3/16" and maintaining a throttle bore maximum size of 1-1/2". Only Holley replacements parts can be used in any carburetor rework.
 - 16.2 **CARBURETOR REWORK GUIDELINES:** MAIN BODY: Reshaping polishing, grinding, or drilling of additional holes will not be permitted. The maximum size for the air bleed holes in the top of the carburetor body will be 0.080 inch for all 4 holes. Screw in air bleed jets will not be permitted in the 2300 main body. Screw in air bleed jets will be permitted in the 2300 HP main body but must be epoxied in place. For the Holley 2300 HP main body, the amount of holes and passages must remain as manufactured. Additional and/or plugging holes or passages will not be permitted in the Holley HP 2300 main body.
 - 16.3 The choke may be removed, but all screw holes must be permanently sealed.

- 16.4 The booster type must not be changed. The Holley booster part number 45R-107-1, with the casting number 45R-107 and part number 45R-312R, with the casting number 45R-312 are the only boosters that will be permitted. The Holley casting numbers must remain legible on the top of all booster stems. Size or shape must not be altered. Height and location of the boosters must remain as manufactured. All boosters must maintain a minimum outside diameter of 0.616 inch. The addition of material will not be permitted to the boosters with the exception of a small amount of epoxy which may be used to assist in securing the booster stem to the main body of the carburetor.
- 16.5 The venturi area must not be altered or reshaped in any manner. The venturi must remain completely round. The casting ring must not be removed. The location of the venturi must remain as produced by the manufacturer. By judgment of officials, any alterations that were made to allow additional air to be picked up below the opening of the venturi such as altered gaskets, base plates and drilling holes into the carburetor will not be permitted.
- 16.6 The carburetor throttle body must be used as provided by the manufacturer. The positioning of the throttle bores in the carburetor throttle body must be the same as provided by the manufacturer. The throttle bores must be completely round and must remain perpendicular to the top and bottom of the carburetor throttle body. The throttle body (base plate) must not be altered in shape or size. All vacuum holes must be threaded and plugged.
- 16.7 Stock throttle plates must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with the shafts, but the screw heads must remain standard.
- 16.8 Throttle shafts must remain stock and must not be thinned or cut in any manner.
- 16.9 Only Holley metering blocks can be used. Surfacing of the metering blocks for improved gasket seal will be permitted. The only metering blocks permitted for the Holley 2300 HP carburetor (80787-1) will be the Holley part numbers 11938N, 11886 and 12323 metering blocks. For the Holley 2300 HP approved metering blocks, the amount of holes and passages and the location must remain as manufactured, however holes sizes may be altered. Additional holes or passages will not be permitted in the Holley 2300 HP approved metering blocks. The Holley metering block, part number 12323 will not be permitted in the Holley 2300, list number 7448.
- 16.10 The accelerator pump discharge nozzle must not be changed. The retaining screw must not be drilled for a discharge passage.
- 16.11 Power valves and floats may be altered.
- 16.12 Carburetor jets must be the same type as supplied by the manufacturer.

17. CARB SPACERS, GASKETS, MOUNTING

- 17.1 Adapter plate and/or spacer and paper gaskets may not exceed 1.125 inches.
- 17.2 Adapter plate opening(s) must be straight bored from top to bottom with no taper.
- 17.3 No spacer allowed between air cleaner bottom and carburetor.
- 17.4 Mandatory DOUBLE throttle return springs, working in opposite directions.
- 17.5 No vacuum leaks allowed between air cleaner and intake valves.
- 17.6 Carburetor must be mounted "straight ahead."

18. AIR INTAKE

- 18.1 Stock paper air cleaners only, 3.5" maximum height top to bottom.
- 18.2 No cold air induction boxes of any kind.
- 18.3 No carb "hats" or airflow modification devices.
- 18.4 No air cleaner spacers other than gaskets.
- 18.5 No addition or removal of material to shield or alter airflow to air cleaner allowed.
- 18.6 Bottom lip of air cleaner base may not exceed .75".
- 18.7 Air cleaner top and base must be metal w/o holes.

19. FUEL SYSTEMS

- 19.1 Electrical fuel pumps may be used with a labeled on/off switch is within easy reach of driver.
- 19.2 Fuel lines must be approved by technical inspector if not steel/ steel braided.
- 19.3 No cool cans.
- 19.4 Fuel cell must be fully enclosed from driver's compartment.

20. ELECTRICAL

-
- 20.1 No magnetos of any kind.
 - 20.2 No MSD ignition
 - 20.3 "Made for racing" or high performance distributor and coil may not exceed \$400.00.
 - 20.4 Dual point distributors permitted.
 - 20.5 No programmable or D.I.S. systems.
 - 20.6 Ignition firing order must remain as produced.
 - 20.7 Alternator must be front of engine mounting only.
 - 20.8 Stock production starter for that make and model in original stock position, mount and hardware.
 - 20.9 No multiple coil ignition systems. (EIRI)

21. COOLING SYSTEM

- 21.1 Any radiator mounted in front of motor is acceptable. No plastic radiators.
- 21.2 Fan must have a shroud covering 50% of top circumference.
- 21.3 Operational radiator overflow catch can and exit tube must be mounted and permanently installed ahead of firewall.
- 21.4 Electrical fans for cooling radiator are acceptable providing manual on/off switch control is used.
- 21.5 Water pump must be stock type in stock location.
- 21.6 No electric water pumps.
- 21.7 *NO ANTI - FREEZE ALLOWED AT ANYTIME.*

22. CLUTCH, PRESSURE PLATE AND FLYWHEEL

- 22.1 Clutch and pressure plate must be OEM stock and unaltered with full stock fiber disk for that make and model.
- 22.2 No button clutches.
- 22.3 OEM Steel flywheel for that make and model with no modifications. Minimum weight 16.0 pounds weighed on Rockford Speedway Scale.
- 22.6 Two (.75 min.) inspection access holes must be provided in bell housing or scatter shield, side by side, front to rear, visible from the top, so both pressure plate and flywheel are visible.
- 22.7 Clutch explosion protection required.

23. TRANSMISSION / TRANSAXLE

- 23.1 Stock manual or automatic for corporate make.
- 23.2 Absolutely *NO* deviation from stock.
- 23.3 No shift kits allowed.

24. DIFFERENTIAL

- 24.1 Differential housing must be stock for that make, model and manufacturer, and be unaltered.
- 24.2 No special order, high performance or non-OEM rear end housings.
- 24.3 Locked differential only. Must be locked by either welding or mini-spool only.
- 24.4 Gear ratio: 6.59:1. This is a maximum final drive ratio, measured with transmission in any gear.

25. DRIVELINE

- 25.1 Two drive wheels only. Front or rear.
- 25.2 One piece drive shafts for rear drive cars, minimum outside diameter 2.5".
- 25.3 All drive shafts must be steel and stock length.
- 25.4 Driveshaft's *must* be painted white.

26. BRAKES AND PEDAL ASSEMBLY

- 26.1 Stock rotors, drums and pedals only.
- 26.2 Master cylinder in stock location and mountings of pedals may be adjusted subject to approval. Cars must have fully functional brakes on all 4 wheels.
- 26.3 Rear brake must be drum style.
- 26.4 One hydraulic valve "rear brake adjuster" is allowed but must not be adjustable from driver's seat.
- 26.5 Approved brake cooling tubes permitted.

27. FRAMES AND UNIBODY

- 27.1 Complete bumper-to-bumper steel unibody must be retained.
- 27.2 The stock steel unaltered floor pan, firewalls, must be retained. *NO* alterations including, but not limited to, sectioning, channeling or chopping.

- 27.3 Floor pan may not be cut to lower fuel cell or battery.
- 27.4 Trunk floor may be removed no farther forward than the rear shock mounts. Trunk floor must be replaced with minimum 22 Gauge steel. Fuel cell must be center mounted in a complete steel frame and covered. Fuel cell height 10" with driver IN CAR.
- 27.5 Existing holes in floor, firewalls etc. must be patched with 22 gauge steel. Additional interior panels or "tin kits" not allowed.
- 27.6 Frames, frame members and suspension must match the wheelbase and model of chassis.

28. ROLL BARS / CAGE

- 28.1 Driver assumes responsibility for roll bar installation and workmanship.
- 28.2 Roll bars must be padded for protection of driver. Recommended is high-density roll bar padding.
- 28.3 All roll bars must meet NASCAR guidelines as set forth in the NASCAR DWS rulebook and approved for workmanship and design. Round steel 1.5".090 roll-over bars are compulsory, and must be approved. Aluminum and/or other soft metals not permitted. Roll bars must be welded.

ROLLCAGE GUIDELINES

- 28.4 All cars are required to have rear vertical hoop behind the driver's head connected to left and right front roll bar legs by a roof hoop. The front roll bar legs must follow the contour of the windshield post and cowl. Both left and right front roll bar legs must be equal measurement from centerline of car. Front leg and rear hoop bars from centerline of car must be mounted to body equally on both left and right. Nonconforming cars must get approval of technical director.
- 28.5 The "A" post must be constructed at a 90 degree angle to the floor board and follow the stock windshield post on both sides.
- 28.6 The halo must be constructed within two inches of the stock roof. The rear vertical hoop must be supported by a diagonal bar from top left or bottom right to top right to bottom left. The rear vertical hoop must be in line with front and rear roll bar legs. A roll bar, of equal measurement as dash bar, must connect the left and right of the rear vertical hoop at seat height and across the floor pan at the bottom. An additional roll bar must be installed across the bottom of the dash board, extending from the left front roll bar leg to the right front roll bar leg.
- 28.7 Rear support bars, left and right, must extend from the top of the rear vertical hoop to the rear of the frame in the trunk compartment. A rear loop bar must be extended from rear support bars across the rear of the trunk area and must be welded to trunk floor at rear panel. The front leg bars and rear vertical hoop must be connected with a minimum of three horizontal door bars, excluding floor bar, on both left and right sides.
- 28.8 The door bars must be spaced equally from top to bottom as space permits. Left door bars must have four vertical studs equally spaced. Two angular studs must be attached from the bottom door bar to frame rail.
- 28.9 Butt welds, joints and connections are recommended to include gusset for reinforcement.
- 28.10 Main roll cage construction MUST remain within the "Driver Area" and may not protrude into or outside firewall except: A maximum of four round 1.75" maximum diameter reinforcement tubes may pass through the front firewall. Two (2) must attached beyond the front wheels. The two remaining tubes must attach behind the centerline of the front wheels. Non-strut cars may use one vertical bar per side at center of wheel.
- 28.11 A maximum of 4 reinforcement tubes may extend from the main roll cage hoop rearward. They may pass through the rear fire wall and extend into trunk area and must attach beyond rear wheels and tires. Two of the four must attach to the top of the roll cage hoop. Attachment points may NEVER dissect, bisect or enter into any part of stock unaltered floor pan or pass through any firewall. Rear roll over may dissect the floor pan.
- 28.12 One bent tube may attach to the driver side "A" post and extend forward as a "Mark Martin" bar.
- 28.13 Protection of radiator is optional, provided all "bars" remain in front of front wheels and do NOT breach, dissect or enter into any part of the stock unibody construction.
- 28.14 Protection of fuel tank is optional, provided all "bars" remain behind rear wheels and tires and do NOT breach any part of stock floor pan or connect to wedge adjusters.
- 28.15 All cars must have a horizontal bar connecting front halo with rear hoop at centerline of car.
- 28.16 A windshield bar connected from dash bar to roof halo must be installed.

28.17 Driver's seat must be fastened securely and no part of the seat may be rearward of any part of stock front door opening. Drivers' seat must be located 14 inches minimum from center of seat to closest door bar. Driver side "deflector plates" must be attached to the door bars.

28.18 Measurement of cage, both left and right, should be equal from centerline of car.

28.19 No Anti Gravitational Device Allowed

29 SUSPENSION

29.1 Steel springs that are stock appearing may be used; however, they must fit in stock mounts and location. One spring per wheel assembly.

29.2 Wedge bolts allowed.

29.3 Spring buckets may not protrude through stock floor pan.

29.4 Suspension parts must remain stock as provided for that make and model on both sides of vehicle, except upper A-frames or strut mounts may be altered from stock to adjust camber and caster but not to exceed 6 degrees positive or negative with driver out of car, non-adjustable rear control arms with stock dimensions and stock dimension bushings allowed. Hood may not be altered in any way due to alteration of upper strut mounts. No altering to lower A-frames and strut mounts. No sectioning, channeling, altering, plating or chopping allowed. No ball joint spacers. Bushings must be made of pliable material. No heim joints or monoballs allowed.

29.5 Strut or shock price must not exceed \$100 net, available at all normal retail outlets.

29.6 Any non-adjustable type shock that fits in stock mounts in stock position allowed. No coil over shocks.

29.7 On non-strut cars, front upper shock mount may be raised. The extended mount may not exceed 3 inches in height and must remain "on center" and "in line" with original mounts.

29.8 Single piece stock appearing sway bars only. May be adjustable. One bar per car.

29.9 A plate may be added to bottom of left lower control arm.

29.10 On leaf spring assemblies, lowering blocks are acceptable provided they do not alter or replace stock mountings.

29.11 **NO BUMP STOPS ALLOWED.**

30 SPINDLES AND HUB

30.1 Stock spindles and hubs only, must be same type on both sides and stock for that model and make with no alterations. No cutting, chopping, lightening.

30.2 Front wheel drive cars may run approved replacement aluminum hubs on rear only.

31. STEERING

31.1 Steering must be stock. Approved heim joint tie-rod ends allowed.

31.2 Stock power steering allowed. All components must be stock for make and model.

31.3 Steering "Ratio Multiplier" units not allowed.

31.4 Finger / Hand protection is recommended.

31.5 Quick release steering wheel system, designed and approved for that use, is required. Steering wheel nose guard or center pad required.

31.6 One piece steering shafts not allowed.

32. GROUND CLEARANCE

32.1 Minimum ride height 4 inches with driver in the car, except exhaust.

32.2 Dragging exhaust systems will result in disqualification

33. WHEELS

33.1 Steel wheel, 7" X 13" diameter only.

33.2 No spacers allowed.

33.3 Black wheels must be painted a bright color on backside.

33.4 Bleeder valves are not allowed.

34. TIRES

34.1 Only approved tires, available from Forest City Tire Sales, are allowed for competition.

34.2 No devices or material for disseminating softening materials or compounds changing composition or character of tire allowed any time. Failure to comply will result in disqualification, loss of season to date points and suspension.

34.3 Rockford Speedway Tire Rule is in effect for this division

35. WEIGHT

ALL WEIGHTS INCLUDE DRIVER

- 35.1 2,450 lbs. base weight.
- 35.2 Deduct 100 pounds for 2,000 cc. or less engine displacement.
- 35.3 Right side weight shall be at least forty-two (42%) percent and front axle shall be at least fifty (50%) percent of the total weight with the driver in the car and in position.
- 35.4 *Management reserves the right to alter, change or adjust weight limits at their option and add additional weight to non-conforming cars.*
- 36. **GAS TANK INSTALLATION - SECTION 7**
- 37. **PERSONAL PROTECTION REQUIREMENTS - SECTION 7**
- 38. **ELIGIBILITY - SECTION 7**
- 39. **GENERAL POLICY – SECTIONS 1- 7**
- 40. **NUMBER / APPEARANCE - SECTION 7**
- 41. **TYPES OF RACING EVENTS - SECTION 3**

2018-2020 FWD SHORT TRACKER RULES

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**
My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, except for recall analog tach.
All wiring must be visible for inspection.

CAR ELIGIBILITY—cars manufactured in 2008 or earlier (must be at least 10 years old) with front wheel drive, non-convertible, foreign or domestic, compact car with a 4-cylinder engine and meet the wheelbase requirements will be allowed. All reduced production/special application/performance cars are subject to additional requirements and/or limitations to ensure competitive equity. NO two seaters, NO AWD, NO AWS cars allowed.

WHEELBASE-- Minimum 93", Maximum 107". Wheelbase must be within 1-inch of stock.

CHASSIS/INTERIOR-- Complete bumper-to-bumper steel unit-body must be retained. Full width original firewall and floor-pan must be retained. Trunk floor may be removed for fuel cell. Rear firewall must be added to isolate driver from fuel cell. Stress points may be reinforced.

ROLL CAGE-- All cars must have a well-constructed, properly welded and gusseted 6-point full width roll cage made of 1¾" .090 wall tubing or equivalent. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Roll cage must be properly anchored to rocker box or floor with sandwich plates under each up-right. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to rocker box. All welds in cage and door structure must be gusseted. Left side door bar deflector plates of min.1/8" steel required. Bay bars allowed not past frame horns.

SAFETY BELTS & HELMET—See Section 7...Minimum Specifications

SUSPENSION-- Any stock appearing aftermarket steel spring that fits in original mounts in original position only one spring per wheel allowed. One steel non-adjustable, non-rebuildable, shock/strut in stock location allowed per wheel. Max. \$100

MSRP for strut/shocks. One (1) Stock Bump Stop allowed per wheel. Spring adjusters allowed, adjustable spring spacers where shock mounts through spring, screw type where shock mounts outside spring. Coil-over threaded collars allowed on strut type suspensions. Spring buckets may protrude through floor pan. Suspension parts including trailing links must remain of stock type for that make and model and year chassis. Upper control arms and strut mounts and pockets may be altered for camber and caster. Lower control arms may be altered for camber and caster. Strut rods must remain stock. One stock front and rear stabilizer bar allowed. Out of cockpit stabilizer adjusters allowed. Home built rear lower control arms, in the stock location with Heim joints allowed. Rear tow adjustment's allowed. Rear steer allowed, camber and caster no limit front and rear. Rear suspension cannot be tied down and must fully rebound.

SPINDLES & HUBS-- Stock, unaltered spindles and hubs required. Right rear safety hub allowed and recommended.

STEERING-- Stock, manual or power units only. No aftermarket components. Fabricated steering column must use 2 U-joints.

TRANSMISSION/DIFFERENTIAL-- Differential must be stock for that make/model car. Locked differentials. And all cars equipped with a limited slip or traction sensing differentials allowed.

CLUTCH & TRANSMISSION-- Lightweight flywheel allowed. OEM manual transmission with all gears, including reverse, required. Stock mounted operating starter required. Stock OEM clutch disk and pressure plate only. NO carbon fiber clutch disk. Stock OEM clutch and pressure plate only.

GROUND CLEARANCE-- Minimum ground clearance 4" (with driver) for all mechanical parts and hardware.

ALTERNATOR – Stock alternator only and must run belt.

BATTERY-- batteries must be securely mounted away from fuel container and lines. All batteries in driving compartment must be in approved sealed battery box. Maximum 12-volt battery.

FUEL CONTAINER-- Fuel cell (8-gal. Max.) Foam baffling and check valve required. Minimum 11-gauge container. Fuel container must be mounted in trunk behind rear axle, as far forward as possible. All vents must have roll over valve to eliminate leakage. Fuel container installation will be vigorously inspected. Fuel lines must be properly located outside driver's compartment. Rear fuel cell protection (ASA) bar required. Gasoline vehicles only. Minimum 5" ground clearance.

FUEL PUMP-- High quality (ASA style) internally mounted, electric fuel pump recommended. External pumps must mount to fuel cell container or bracket. Supply hose from cell to pump must be safety hose/ braided with AN type fittings. OEM or aftermarket safety switch required.

TIRES—Approved tires (Hoosier 790) available at Forest City Tires. May run different size tires on right and left side of car for stagger. For example Left side 23.0 / Right side 24.0

WHEELS-- Made for racing, 7-inch wide steel wheels only. 2 to 4-inch backspace allowed. 13", 14" or 15" diameter wheels allowed. Wheels must be the same size per axle. One inch lug nuts required. Spacer plates allowed ¼" maximum width. No bleeders. Maximum tread width to be determined.

WEIGHT	Actual displacement in cubic centimeters	Minimum weight
	1200 to 1799	2300 lb.
	1800 to 2000	2350 lb.
	2001 to 2199	2400 lb.
	2200 to 2300	2450 lb.

All Cars: Minimum front-end weight must be 57%. Minimum right-side weight must be 45% of total.

WEIGHT ADJUSTMENTS-- 3 valves per cylinder, add 25#, 4 valves per cylinder add 50#. Engines without rev limiter add 50#. VTEC engines, add 50 lbs.

WEIGHTS-- All weights must be properly anchored to floor pan or weight box. Ballast must be painted white and lettered with car number.

BRAKES-- Stock brake units only. Four-wheel brakes required at all times. Stock rear disk brakes allowed. Master cylinder and pedals must remain in stock location. OEM brake rotors required. No "made for racing" components allowed. Brake bias adjusters allowed. OEM anti-lock brakes (ABS) allowed. NO Wheel fans allowed. Approved cooling ducts allowed. No blower motors allowed.

RADIATOR-- Any metal radiator without altering the appearance of car allowed. Overflow tank, located in engine compartment required.

ENGINE-- Engine must be 4 cylinder, max displacement 2400 cc at this time. Engine must have been offered in that make and model automobile. No Frankenstein motors: type and composition of engine must remain as produced. Block, heads, intake and all other engine components must match. Engine must be in stock position using stock motor mounts (aftermarket rubber bushings or may be replaced with washers). OEM block required, overbore allowed. Crankshaft and stroke must remain as produced. Aftermarket pistons allowed to achieve 15 to 1 compression ratio maximum. Cylinder head configuration must remain as produced (porting, chamber work, bead blasting, etc. is allowed). No turbo motors. No turbo motors that have been converted to normally aspirated are allowed.

INDUCTION-- OEM as produced, electronic fuel injection (including intake manifold/throttle body) for the car/engine used, required. No forced induction, ram air induction, turbo or super-charging, nitrous systems, etc. allowed. Aftermarket air intake tube and air filter allowed. Aftermarket air intake allowed.

CAMSHAFT-- Aftermarket cams and cam gears allowed. Roller rocker arms allowed on push rod style motors. Stock roller tip cam followers allowed on engines that came with them from factory.

PULLEYS – Aftermarket under drive/over drive pulleys allowed.

IGNITION-- OEM ignition components or MSD coil made for racing ignition wires allowed.

COMPUTER-- All engine management controls, wiring and data port must be operating. Computer may be relocated (within wiring limits) for easy access. Reprogramming allowed.

EXHAUST-- Exhaust header with necessary sensors allowed. Exhaust must exit left, right or rear behind driver or center of the car. Effective mufflers required. 100-decibel limit. No car expelling flame, smoke, or backfiring allowed.

HALF SHAFT-- Heavy duty replacement parts allowed.

BODY AND APPEARANCE-- OEM steel roof with A, B, & C posts required. Aftermarket or stock replacement fenders, quarter panels, doors, hood and trunk lid required. Aftermarket or stock nose piece allowed. Maximum spoiler height: 5". Spoiler may not extend outside body. Spoiler must be clear with no lettering. No air scoops or holes in hood allowed. Front and rear bumper ends must connect to body. Stock or Lexan windshields required (Lexan windshields must have minimum of 3 window braces). All other windows (if used) must be of Lexan. No tinting. Sunroofs must be closed. Stock appearing aluminum door skins allowed. Body may be widened to keep wheels and tires inside wheel wells.

TOW HOOKS-- Tow hooks on front and rear required.

NASCAR ALL-AMERICAN SPORTSMAN

This Rockford Speedway Division will compete under the sanctions of NASCAR. The specifications listed will become part of the official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and R.A.C.E. Specifications. Any disputes will be resolved by NASCAR officials. All drivers in this division must be members of NASCAR and R.A.C.E. to compete.

NOTICE

All equipment is subject to the approval of NASCAR officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications, intent or tolerances contained in this NASCAR rulebook, will not be eligible for approval.

NOTICE: Consult Section 7 of this book for minimum specifications that apply to divisions.

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**

My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, except for recall analog tach.

All wiring must be visible for inspection.

1 WHEEL BASES AND ELIGIBLE MODELS

- 1.1 Any 1960 or newer American-made non-convertible passenger car with wheelbase over 108-inches (Ford and Chrysler over 104-inches).
- 1.2 Wheelbase must be within 1-inch of stock. Maximum tread width 63-inches, measured center to center of tires at spindle height (front and rear).

2 BODY AND APPEARANCE

- 2.1 All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, and hood and trunk lid. NO ABC Components, Sportsman Style body only. 'Referee' tool will be used for measurements.
- 2.2 Stock steel roof with A, B, & C posts required. Fivestar fiberglass metric Monte Carlo roof allowed in stock location with stock configurations, no cutting of posts. Min roof height 49" @ 10" from top edge of windshield. Body must be metal and cannot be plastic or fiberglass expect for approved roof and Aluminum Racing Metric Muscle Car body allowed (part numbers Camaro #115015, Mustang #215015, Challenger #315015) and must run complete body and meet AR body dimension to template.
All bodies must be symmetrical body. All bodies must also be symmetrical to the chassis.
NO offset.
NO Late model style bodies allowed.
NO Cambered rear ends.
- 2.3 Front wheel drive and truck body styles must be pre-approved by management (Lumina-Taurus-Avenger, etc).
- 2.4 Stock steel or professionally built aluminum bodies required.
- 2.5 Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required.
All doors must be welded shut. **No dishing, panning or altering of rear deck, fender, quarter panel, etc.**
Rear deck must remain flat at all times.

- 2.6 Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed.
- 2.7 No multi-plane spoilers. **Maximum spoiler 5" (measured from deck plane) x 60" (measured across rear) max. Must be centered on rear tail section.** Spoiler may not extend outside body by more than 1-inch. No wings or skirts allowed. Clear spoilers only (No lettering)
Spoiler must be center on rear tail section. Rear deck height 36 1/2" max. (Measured at center of rear deck where spoiler base meets deck) spoilers will be measured across the rear.
- 2.8 No air scoops or holes in hood allowed. Filler panels painted with reflective colors required.
- 2.9 Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. Sunroofs must be closed in with Lexan or Metal.
- 2.10 Body must be within 2" from outside of tires.
- 2.11 Tow hooks on front and rear required. .25" cable has proved inadequate.
- 3 WINDSHIELDS AND GLASS**
- 3.1 Stock or Lexan windshields required, all other windows (if used) must be of Lexan & clear. Not tinted or smoky.
- 4 ENGINE location**
- 4.1 Chevy engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. All other engines allowed a 2-inch set back. Minimum crankshaft centerline height 10.5" (front and back). Maximum offset (right-left) 3". Engine setback will be measured off the center line of spindle with Referee as measurement tool.
- 5 ORIGIN**
- 5.1 Engine must be of same manufacturer as chassis and body.
- 6. ENGINE DISPLACEMENT**
- 6.1 Maximum displacement 362cid (Chrysler products 368cid).
- 7. ENGINE BLOCK**
- 7.1 No aluminum blocks
- 7.2 A minimum of zero deck height required.
- 8. ENGINE PISTONS / RODS**
- 8.1 Flat top pistons required.
- 8.2 Magnetic steel connecting rods only. **Rod journal minimum diameter 1.900"**.
- 9. OIL PANS/OIL SYSTEMS**
- 9.1 A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.
- 10. CRANKSHAFT**
-
- 10.1 Production type steel crankshaft with normal configuration counter weights required.
- 11. CYLINDER HEADS**
- 11.1 Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
- 11.2 The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B.
- 11.3 Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required.
- 11.4 Maximum of two valves per cylinder.
- 11.5 No Bowtie, Vortec or 18-degree heads allowed on GM products.
- 11.6 Valve spring retainers are the only titanium parts allowed.
- 12. INTAKE MANIFOLD**
- 12.1 Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required.
- 12.2 (Edelbrock Performer #2101 or Edelbrock Performer RPM #7101 allowed with 25# penalty)
- 12.3 No grinding, polishing or altering allowed.
- 12.4 No Bow-Tie manifolds.
- 12.5 Internal heat riser crossover must remain in place.

13. CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

- 13.1 Hydraulic cam/lifters only. Must pass leak test of minimum of one hundred thousandths.
- 13.2 Maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. **Measured at push rod.**
- 13.3 Roller tip rocker arms allowed, but must retain original pivot type (ball & socket).
- 13.4 No solid lifter or roller cams allowed.

14. COMPRESSION

- 14.1 Maximum 10.8 to one compression ratio.

15. EXHAUST

- 15.1 Center dump and log style manifolds allowed.
- 15.2 Max exhaust manifold inside diameter 2-inches.
- 15.3 No cast iron header style exhaust manifolds allowed.
- 15.4 Maximum diameter 2½" before collector and/or muffler, 4½" maximum diameter behind muffler.
- 15.5 Exhaust can exit beneath car and behind driver, pointing downward (max 100 decibels) or flush out passenger door w/decibel (max 95 decibels). Effective mufflers required. No stingers, inserts, cones, scavenger devices or other devices allowed in headers, collector or exhaust muffler at any time.
- 15.6 All exhaust door plates must be flush at all times with or w/o rub rails.

16. CARBURETOR

- 16.1 Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or 1.375" Rochester allowed on all cars.
- 16.2 No alterations except removal of choke "Butterfly" allowed.
- 16.3 Double return springs required.
- 16.4 Holley 4412/650 cfm carburetor #80541-1. No Holley Ultra XP Carburetors allowed.
- 16.5 Carburetor Rework Guidelines:
 - A. Body of Carbs:
 - 1. No polishing, grinding, or drilling of holes allowed.
 - 2. Gasket surfaces may be machined for improved sealing.
 - B. The choke may be removed, but all screw holes must be permanently sealed.
 - C. Choke horn may not be removed.
 - D. Boosters may not be changed. Height, size, and shape must remain standard and unaltered.
 - E. Venturi area must not be altered in any manner. Casting ring must not be removed.
 - F. Base plate must not be altered in shape or size.
 - G. Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
 - H. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
 - I. Any attempt to pull outside air other than straight down through the venture is not permitted.
 - J. Jets may be changed. No dial-a-jet devices.
 - K. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.

17. CARB SPACERS, GASKETS, MOUNTING

- 17.1 Carb Adapter: 1.5" max thick w/ paper gaskets. Bores must be straight (not tapered, angled beveled or grooved). Original orientation required. No part of adapter may protrude into plenum of Intake Manifold. Adapters are one piece only.
- 17.2 No adapter allowed on CCMP.

18. AIR INTAKE

- 18.1 Air cleaner required to act as flame arrestor (4"x14" solid top). No air induction boxes, x-stream top plate or ram air units.

19. FUEL SYSTEMS

- 19.1 OEM type, mechanical fuel pump, in original location, required.
- 19.2 Steel fuel lines located outside driver's compartment required.
- 19.3 Remote fuel filter allowed.

CCMP

CONCEPT CRATE MOTOR PROGRAM

Approved CCMP models are:

GM 602 CCMP motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 with no adapter plate or spacer. Weight may be adjusted for fair competition. The CCMP will use the Holley 4 bbl. 650 cfm carburetor with GM Stock 15.5lbs. Flywheel and 1.625" headers. Maximum cost of headers is not to exceed \$250.00. No stepped, 180 degree or Tri-Y headers.

Base Weight: 3,100 pounds.

MSD Soft Touch Rev Control Part #018-8728 ONLY
with maximum 6400 chip mounted out of reach of driver

All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season.

Tech staff reserves the right to impound motors for inspection or dyno testing.

Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season.

No refreshing, buy new instead. Repairs allowed with prior management approval.

20. ELECTRICAL

20.1 Stock type (HEI) ignition components only. Any coil permitted. Firing order may not be altered. No MSD boxes or dual-point distributors. Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.

21. COOLING SYSTEM

21.1 Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.

21.2 *NO ANTI - FREEZE ALLOWED AT ANYTIME.*

22. CLUTCH, PRESSURE PLATE AND FLYWHEEL

22.1 Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min 15.5 lbs.). Clutch disc must be minimum of 10" diameter with stock full fiber disc.

23. TRANSMISSION / TRANSAXLE

23.1 Stock automatic transmission with operating 11-inch minimum diameter torque converter.

23.2 Torque converter post-race inspection will occasionally be required.

Option 1; install drain plug in torque converter.

Option 2; remove torque converter for detailed inspection.

23.3 All forward and reverse gears must operate.

23.4 Transmission overflow bottle required. No rubber transmission lines.

23.5 Transmission cooler not allowed in driver compartment.

23.6 A manual stock OEM transmission will be permitted.

23.7 All gears must be operable.

23.8 No 5-speed transmissions.

23.9 No straight cut gears or gun-drilled main shafts, no lightening of gears on main shaft.

24. DIFFERENTIAL

24.1 Rear end must be stock for that make car.

24.2 Ford 9" allowed, unlocked or locked by welding or spool only. Floater rear-end allowed with stock or stock replacement OEM brake calipers. **No aluminum parts except for drive flange**

24.3 If using 9" ford rear-end, upper control arm mounts on frame may be raised max. 1".

25. DRIVELINE

- 25.1 Minimum diameter 2.5" steel driveshaft required.
- 25.2 Driveshaft must be painted a bright reflective color.
- 25.3 Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driving compartment.

26. BRAKES AND PEDAL ASSEMBLY

- 26.1 Stock brake units only.
- 26.2 Four-wheel brakes required at all times.
- 26.3 Master cylinder and pedals must remain in stock location.
- 26.4 No "made for racing" components allowed.
- 26.5 Drilled rotors not allowed (except stock replacement).
- 26.6 One brake proportioning valve allowed.
- 26.7 Rear drum brakes **allowed**.
- 26.8 Front or rear disc brakes allowed with GM or Howe single piston calipers only.

27. FRAMES AND UNIBODY

- 27.1 GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame.
- 27.2 Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point.
- 27.3 Front stub and rest of frame must match.
- 27.4 Steel firewall and floorpan required.
- 27.5 Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.
- 27.6 Minimum frame height 4.75".

MID SIZE GM METRIC CHASSIS-Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Rear end may not exceed 60 inches in width from axle flange to axle flange. Aftermarket or S-10 axle required on right side of metric rear ends.

28. ROLL BARS / CAGE

- 28.1 Driver assumes responsibility for roll bar installation and workmanship.
- 28.2 Roll bars must be padded for protection of driver. Recommended is high-density roll bar padding.
- 28.3 All cars must have a well-constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1.75" .090 wall tubing or equivalent.
- 28.4 Roll cage must have four uprights properly welded to frame.
- 28.5 Right side of roll cage may not be located inboard more than right rails of front and rear stubs.
- 28.6 Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop.
- 28.7 At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door.
- 28.8 Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail.
- 28.9 All welds in cage and door structure must be gusseted.
- 28.10 Driver's foot protection bar required. Left side door bar deflector plates of at least .125" steel required.
- 28.11 Front hoop must connect to front roll cage uprights.
- 28.12 Uni-body roll cage construction: contact competition director for guidelines.

29. SUSPENSION

- 29.1 Any stock appearing steel spring that fits in original mount in original position allowed. **One (1) conventional single coil spring rubber per spring allowed. Spring must be magnetic steel with maximum retail price of \$60.**
- 29.1A Aftermarket stock appearing spring 8 1/2" X 5" min

- 29.2 One steel non-adjustable, nonrebuildable shock, with a welded bearing, with a maximum MSRP \$90, per wheel. No heim joint shocks allowed. No shock covers allowed.
- 29.3 Screw Jacks, spring adjusters, adjustable spring spacer units where shock mounts through spring (front), screw type (wedge bolt) where shock mounts outside spring (rear) allowed.
- 29.4 Spring buckets may protrude through floor pan.
- 29.5 All other components must remain stock and in stock location, except where otherwise stated.
- 29.6 Lower A-frames may have bushings replaced with steel insert type.
- 29.7 Rear Control link rubber bushings may be replaced with approved non-metallic unaltered stock replacement parts.
- 29.8 Tubular upper A-frames allowed, may relocate upper frame mount.
- 29.9 No monoball, heim joints or clevis' permitted on suspension components.
- 29.10 Stock front, solid (non-tubular) passenger car stabilizer bar or maximum 1 ¼" tubular sway bar in stock position allowed.
- 29.11 Frame mounted stabilizer adjusters allowed.
- 29.12 1" shock extenders in front and 2" in rear allowed.
- 29.13 No lift bars, rear sway bar or traction devices.
- 29.14 Non-adjustable rear control arms with stock dimensions and approved unaltered stock style bushings allowed.
- 29.15 No bump stops/rubbers, compression/rebound limiting or coil bind, coil spring bumps set-ups, no chains, Bolts, straps etc. No trick springs or progressive rate springs allowed. Conventional type spring only.

30 SPINDLES AND HUB

- 30.1 Stock unaltered spindles, hubs, and steering components required.
- 30.2 Coleman steel hubs allowed.
- 30.3 No lowered spindles.
- 30.4 Heim joints allowed on outer tie rod ends.

31. STEERING

- 31.1 Fabricated steering column must incorporate 2 U-joints.

32. GROUND CLEARANCE

- 32.1 Minimum ground clearance 4.75" with driver in car, at any point including spoilers, scoops, and mufflers, except front crossmember, which is 2.75".

33. WHEELS

- 33.1 Minimum wheel weight of 19.0 lb. - IMCA "sticker" legal.
- 33.2 Acceptable only are steel wheels with a maximum inside width of 8" measured bead to bead.
- 33.3 Black wheels MUST BE painted white, silver or yellow on complete backside.
- 33.4 Bleeder valves are not allowed.
- 33.5 Ultra-Cool Wheel Fans allowed on all wheels.

34. TIRES

- 34.1 Only approved tires, available from Forest City Tire Sales, are allowed for competition. Hoosier D800
- 34.2 No devices or material for disseminating softening materials or compounds changing composition or character of tire allowed any time. Failure to comply will result in disqualification, loss of season to date points and suspension.
- 34.3 Rockford Speedway Tire Rule is in effect for this division

One new race tire allowed per night (unless otherwise noted). Three used tires must be marked and approved by a Rockford Speedway Tire marshal/Tech Official.

All Race Teams MUST fill out a Rockford Speedway Tire Card and have it handed in at Tech before their race car qualifies. All four tire Serial Numbers MUST be legibly written on the card and those tires MUST be used for qualifying and all races in said racing program, unless otherwise noted.

Tire Treatment of any kind is NOT permitted

****NOT FOLLOWING TIRE PROCEDURES MAY RESULT IN LOSS OF QUALIFYING LAPS OR DISQUALIFICATION****

OPENING NIGHT TIRES

1st week- 4 new tires allowed

2nd week- 2 new tires allowed

3rd week- 1 new tire allowed

After third week, 1 new tire per week (UNLESS OTHERWISE NOTED)

34.4 Undocumented, unauthorized or unmarked tires will result in immediate disqualification, loss of all points and purse earned and a minimum two-week suspension from competition.

35. WEIGHT

ALL WEIGHTS INCLUDE DRIVER

35.1 Minimum total weight is 3100 lbs.

35.2 52% front axle, and 42% right side.

35.3 All weights must be properly anchored to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail.

35.4 Ballast must be painted white and lettered with car number.

35.5 Management reserves the right to alter, change or adjust weight limits at their option and add additional weight to non-conforming cars.

36. GAS TANK INSTALLATION - SECTION 7

37. PERSONAL PROTECTION REQUIREMENTS - SECTION 7

38. ELIGIBILITY - SECTION 7

39. GENERAL POLICY – SECTIONS 1- 7

40. NUMBER / APPEARANCE - SECTION 7

41. TYPES OF RACING EVENTS - SECTION 3

42. CLAIM RULES - CLAIM RULE DOES NOT APPLY.

FORD AND CHRYSLER EXCEPTIONS--Ford and Chrysler will be permitted some variation to improved competitiveness. Such variation requires prior approval by director of competition.

FRONT WHEEL DRIVE EXCEPTION--A front wheel drive platform will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

NASCAR Late Models

This Rockford Speedway Division will compete under the sanctions of NASCAR. The specifications listed will become part of the official NASCAR Rulebook, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and R.A.C.E. specifications. NASCAR officials will resolve any disputes. All drivers in this division must be members of NASCAR and R.A.C.E. to compete.

NOTICE: All equipment is subject to the approval of NASCAR officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in this Rulebook, will not be eligible for approval.

BIG 8 SERIES CARS LEGAL

CONSULT SECTION 7 FOR MINIMUM SPECIFICATIONS THAT APPLY TO ALL RACING DIVISIONS

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**
My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

WHEELBASE & TREAD WIDTH

Minimum wheelbase 104", *plus/minus 1 inch*

Maximum tread width 65", measured center to center of tires at spindle height (front and rear).

CHASSIS

Tube or stock stub allowed. Frame rails must be a minimum of 2-inch by 3-inch .125 wall tubing.

Minimum ground clearance 3.5" with driver!

ROLL CAGE

All roll cage tubing must be at least 1.75" x .090" wall. Welded gussets required on all joints. At least four evenly spaced horizontal bars required on left, and three on right side. X-configuration on right side, counts as one bar.

All door bars must be mounted to the frame rails and the main roll cage uprights.

Door bars must be connected with a minimum of two equally spaced vertical tubes.

Left side door bar deflector plates of at least .125" steel required. Diagonal bar in top hoop required.

Floor pan under driver must be heavy-gauge steel.

SUSPENSION

Conventionally mounted 5-inch springs or coil over type suspensions. Spring must be magnetic steel with maximum retail price of \$100.

Approved Non-Adjustable Shocks (Maximum retail price of \$200) series; Afco 13T, R, S, 21, ARS 2000, Bilstein SZ, SN, Genesis GSO, Integra 431, Pro A, AC, TA, PG, QA1 21, 50, 62, 67. Manufacturer's components must be used, valving optional. **Koni Shocks will be allowed. 30 Series Part Numbers 7325,7436,7499,7647,9325,9436 (adjustable, non-rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in Koni package will not be allowed. Cars with Koni package on all corners will receive a 25lb. weight addition.**

Post Race shock disassembly is the responsibility of the Car Owner/Crew Chief. Bring Tools or make arrangements. NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, straps etc.

One shock/spring per wheel. One (1) conventional (single coil), spring rubber per spring allowed. NO shock covers.

Rear suspension must be solidly mounted (no rubber bushings). Heim Joints only.

No Coilover eliminators or sliders allowed.

No lift bar, fifth coil or other spring-loaded/hydraulic suspension device allowed. No rear stabilizer bars. NO chains bolts, straps, etc.

All shock absorbers will have a minimum 2" travel (compression & rebound) in mounted positions at all times. Cars will have 2 minutes post-race, post-podium to rebound to minimum frame and body heights. Without any assistant.

SPINDLES & HUBS

Any steel spindle allowed. Aluminum steering-arm and ball-joint mounts allowed. Aftermarket hubs with 5/8" wheel studs required, **maximum retail price \$250. NO GRANDFATHERING.** No gun-drilled studs permitted.

Wide five hubs and spindles allowed with no weight penalty.

No oil filled or oil fill-style hubs allowed

STEERING

Rack & Pinion, or steering box with center link style required. No electric power steering units.

Quick release steering wheel hub required.

Collapsible steering shaft recommended.

REAR END

Stock or rear spur gear type quick change units with steel tubes, No mini type (**8.5" or less**) quick change.

Maximum camber ½ degree.

Torque Sensing, differentials are permitted with a 50 lbs. weight addition.

(triple track, gleason, trac star- 2nd gen)

One-piece straight spline drive plates only. Drain plugs must be safety wired.

Magnetic steel axles only, gun drilled axles allowed.

Spool w/solid axles no weight addition

BRAKES

Four wheel brakes required at all times.

Single or dual piston (steel or aluminum) calipers and **Four (4) piston calipers allowed with no weight addition.**

Maximum retail price \$190.

Rigid mounted rotors, maximum diameter 12¼" rotors, no drilling permitted.

No floating calipers or rotors, no self centering rotors, ABS units or brake recirculation systems. No thermal lock pistons allowed.

Only one brake bias adjusting unit per car.

Ultra Cool Wheel Fans allowed (Rockford only)

ENGINE LOCATION

GM engines must be located so that the center of the furthest forward spark plug hole is no more than 2" behind the front axle centerline.

Ford and Chrysler allowed 4" engine set back. 302 Ford allowed 4" engine set back with 30 lbs penalty, otherwise 2" set back. *Ford/Mopar based engines may have weight adjusted in the spirit of competition.*

Crankshaft centerline 10" minimum ground clearance.

ENGINES

Limited Concept Engine –Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: *****REMINDER***** Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250, Dart head part # 10110010 thru 10220010, Dart

Iron Eagle 180 sbc 23* cly head allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, L-AX heads. Casting numbers must be visible on all heads. Gasket matching not permitted. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required.

Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". *Oil pan minimum depth 6.5"*. A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer). **In 2014 and beyond, only 3/8", 5/16" or 11/32" valve stem diameter allowed.** OEM style rocker arm mounting required. Ignition box must be mounted on right side of interior or dash. Chips, plugs and coils must be accessible by official. 6 pin connector recommended. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Only one ignition box allowed. Production type steel crankshaft with normal configuration counter weights. No dry-sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362. Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as-produced. No porting modifications, including gasket matching. No spacer/Adaptor plates to head. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.

GM crate engines max. rev limit 6700

LS Engines 5.3 must have a chip **7400 max RPM**

LS Engines: MSD 6ALM Ignition box will be mandatory in 2019

Carburetor: Holley 4412-2 bbl. Holley 4412 Carburetor Rework Guidelines:

Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.

Boosters may not be changed including no additional holes. Height, size, and shape must remain standard and unaltered.

Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size.

Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard.

Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Metering block may be plugged, no additional holes allowed, must remain stock appearing for carb style, no aftermarket blocks permitted.

Any attempt to pull outside air other than straight down through the venture is not permitted.

Jets may be changed. No dial-a-jet devices.

No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.

Epoxy allowed on boosters of 4412-2 bbl. at main body only.

Carb Adaptor: 1 5/8" adapter plate maximum thickness, with gaskets. No part of spacer may extend into intake manifold, **one piece straight bore carb spacer (no taper bore)**. Original orientation of carb to engine required.

Intake manifolds Edelbrock Victor Jr. 2975 for GM, 2915 or 2920 for Chrysler, and 2921, 2980, and 2981 for Fords.

Plenum and port configuration must remain as produced. No adapters/ spacers between intake and head.

NO Holley Ultra XP Carbs allowed

ALL CRATE AND LS SPEC ENGINES SHEET MUST HAVE A COMPLETE ENGINE BUILD SHEET ON FILE WITH BIG-8 LATE MODEL SERIES/ROCKFORD SPEEDWAY

GM Crate Engine Part number 88958604 & 19318604, must be used as produced. Maximum 2" set back. Ignition: MSD with Rev-control required (6700 RPM). **MSD Ignition 6ALM is mandatory.** Mounting on right side of dash required.

Carburetor: Holley 650-HP P/N 80541-1 required. No modifications allowed. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Factory/Certification Seals may be removed by Officials for tech purposes, allowing for more in-depth technical inspection throughout the season. Tech staff reserves the right

to impound motors for inspection or dyno testing. GM Crate engines with any or all of the following updates will weigh **2825 lbs.** Specific updates are; 1.6 rocker arms, Small Harmonic Balancer, Carb Spacer **Maximum compression can never be greater than 9.7:1**

RETURN SPRINGS & AIR CLEANER

Double return springs required

Air boxes allowed with cowl inlet only.

EXHAUST

Headers allowed on all engines (max retail price \$650). Tri-Y not allowed, no Merge-Collectors. No stingers, inserts, cones, scavenge devices or other devices allowed in headers, collectors or exhaust pipe or muffler at any time.

Exhaust must exit behind driver. Under car allowed 100-decibel max. **Right door exit must be 12 " max from ground, not point up, and be 95-decibels max.** Add 25lbs. for right side out-the-door exhaust. NO custom, one of a kind or homemade headers.

Exhaust door plates must be flush at all times, with or without rub rails.

CLUTCH, TRANSMISSION & DRIVESHAFT

Stock transmission with operating reverse gear required. No straight cut gears. Counter gear must be driven by input shaft.

Made-for-racing clutch required. Two disk 5 ½" minimum. Carbon clutch not permitted.

Steel or Aluminum driveshaft minimum diameter 2½". Safety hoop required on front half of driveshaft.

Driveshaft must be painted a bright reflective color.

RADIATOR/COOLING

Metal radiator mounted in front of engine, between frame horns.

Fan protection and overflow tank located in engine compartment required.

Water pump must be stock type in stock location.

Antifreeze is not allowed.

FUEL & FUEL CELL

Fuel cell complete with 1/8" steel can, interior bladder, foam baffle and rollover valve required. No deflector plates.

Fuel cell must be mounted behind rear axle, between frame rails.

Over-Tail chassis – maximum 15 gallon capacity (25"x18"x10") and must have ASA bar.

Bottom of fuel cell must be at least 10 inches from the ground.

Filler must be accessed through deck lid. Filler spout may be extended, but not connected to bodywork.

All vents must be valved to eliminate leakage.

Aeroquip or equivalent gas line required. Routing must be outside of cockpit and protected from damage.

Oberg fuel shut off is optional.

Gas allowance for Heats and Features, 1/2 lb. per lap @ Rockford Speedway. **No fuel burn off allowed for qualifying.**

Fuel must meet properties of track supplied fuel.

No E85 fuel allowed. Fuel must meet properties of track pump fuel.

Fuel samples maybe taken at ANYTIME and tested (digitron, specific gravity, germaine drop testing, water testing and any other testing deemed necessary). Alcohol, nitro methane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are NOT permitted. USE OF SUCH SUBSTANCE OR ADDITIVES WILL RESULT IN IMMEDIATE DISQUALIFICATION.

BODY & APPEARANCE

Five Star, ARP or equivalent template short track late model body only, subject to tech inspector scrutiny

Minimum roof height 47".

Unapproved Bodies, Any non-approved (ABC or Short Track Late Model Body) will add an additional 200 lbs.

Spoiler: Single plane, 5"(measured from deck plane) x 60"(measured across rear) max. Spoiler must be clear (no lettering)

Deck height 34.5" max.

Minimum ground clearance including nose and rocker panel is 4".

All windows must be of Lexan. 12" max vent (wing) window. Windows may not be tinted.

No venting cockpit air allowed. 2 – 3" maximum diameter hoses and ducts allowed for driver cooling.
Weight penalties may be assessed for bodies not conforming to Five Star guidelines, dimensions, and/or templates.
---AIR BOX UPDATE--- Air Box between nose & radiator may have no pieces wider than radiator. No under body air deflectors or panning allowed. All cooling must be pulled from radiator box or nose.
No carbon fiber components of any kind.

WEIGHT

Limited Concept Engine –**2825** lbs. Chrysler over 362 – 2870 lbs.

GM Crate Engine with RPM Rev-control – 2750 lbs. minimum

GM Crate Engine with rebuild or updates and RPM Rev-control –**2825** lbs.

(Rebuild must be completed by approved engine builder)

LaCrosse 9 to 1 iron intake & exhaust, conventional springs, GM brakes – 2825 lbs. (LaCrosse shock rule applies)

LS 5.3 Spec Engine 2900 lbs. minimum 40# must be mounted directly to engine block. (20 lbs. on each side)

Add 30 lbs. for 302 Ford with 4" engine set back

Front axle 49% and right side 42% apply at all times. All weights include driver in seat.

Ballast must be painted white and lettered with car number.

WHEELS & TIRES

Aftermarket made for racing, steel wheels required. 15" x 8" maximum.

Approved Tires required. Hoosier D800 See tire rule in Section 7

Chemical treatment of tires (softening) not permitted.

Ultra Cool Wheel Fans allowed.

No Air Bleeds or Bead Blowers allowed.

TOW HOOKS: Tow hooks on front and rear required.

BATTERY: 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines.

Batteries in driving compartment must be in approved sealed battery box. Battery (negative post) disconnect switch recommended.

ELECTRONICS:

Radio frequencies must be registered with the tech officials.

Video recording from car, limited to 1 track viewing camera only.

Data recording/acquisition not permitted.

No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, expect for recall analog tach.

All wiring must be visible for inspection.

NASCAR

Roadrunners

This Rockford Speedway Division will compete under the sanctions of NASCAR. The specifications listed will become part of the official NASCAR Rule Book, except in cases of obvious conflict. All technical rules will generally fall within NASCAR and R.A.C.E. specifications. NASCAR officials will resolve any disputes. All drivers in this division must be members of NASCAR and R.A.C.E. to compete.

NOTICE

All equipment is subject to the approval of NASCAR officials. No equipment will be considered as having been approved by reason of having passed through inspection unobserved. Any equipment which does not conform to specifications or tolerances contained in this NASCAR rulebook, will not be eligible for approval.

CONSULT SECTION 7 FOR MINIMUM SPECIFICATIONS WHICH APPLY TO ALL RACING DIVISIONS

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**

My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

1. WHEELBASE AND ELIGIBLE MODELS

- 1.1 Any American made 1948 to 1994 sedan is eligible with wheelbase of not less than 108" for full frame cars. Chrysler and Ford products with wheelbase of not less than 106".
- 1.2 El Caminos, station wagons and miscellaneous body styles allowed with approval of Speedway.
- 1.3 No Camaros, Firebirds, Pintos, T-tops, sunroofs, convertible, jeeps or trucks.

2 THE CAR AND BODY

- 2.1 Complete bumper-to-bumper steel unibody must be retained.
- 2.2 The stock steel unaltered floor pan, firewalls, trunk and trunk floor construction must be retained. No sectioning, channeling or chopping allowed. No additional bracing allowed.
- 2.3 Cars must be strictly stock. No cutting, chopping, shortening or cutting allowed. No holes in the hood or roof. Hood must be kept in place at all times. Stock hinges must be used. Front latch must be removed and racing style hood pins must be used. No threaded rod, wire or bolts. Body sheet metal must be kept in place at all times.
- 2.4 Front firewall must be sealed. No holes. Rear seat may serve as firewall.
- 2.5 No lightening of body components: hood, trunk, doors, inner panels, fenders and roof, except clearance for roll bar installation on front doors.
- 2.6 **Rear wheel wells must be left in place.**
- 2.6a **Trunk must be sealed off with sheet metal**
- 2.7 Any sharp protruding objects on cars or in driver's compartment must be removed.
- 2.8 All doors must be welded shut.
- 2.9 Door hinges may be removed
- 2.10 A flush, securely mounted exterior driver's door protection plate is permitted. No "rub rails."
- 2.11 Stock seat may be replaced with a "made for racing" seat with approved installation (see section 7-1.10). Stock factory retracting shoulder harness must be replaced with a minimum five (5) point racing belt system
- 2.12 Seat must be mounted in straight-ahead position.

- 2.13 Dash may be removed when a four-point roll cage, with dash bar installed at dash height between the "A" posts of the cage, is installed.
- 2.14 Cars must have complete stock bumpers with welded 1/8" steel corner plates on both sides attaching to bodywork. Aftermarket nose pieces or tails are allowed. Stock bumper must remain intact. No ductwork allowed
- 2.15 Each bumper must have 2 safety chains.
- 2.16 No additional bracing of frame or unibody allowed.
- 2.17 Front end grill openings may be covered with protective screen.
- 2.18 Tow hook on front and rear required. Front hook may be under hood. Tow hooks must be clearly marked with a 3" arrow of contrasting color. Must be made of chain or heavy cable thicker than .25".

3 WINDSHIELD AND GLASS

- 3.1 All glass, head and taillights and mirrors (except front windshield) must be removed. No broken glass in the car. Sweep car clean.
- 3.2 Full factory glass front windshield or 1/ 8" Lexan with a minimum of 2 center braces required and must be at stock angle. No Plexiglas or screens.
- 3.3 Cracked windshields must be taped. Cracked windshields that impede vision must be replaced.
- 3.4 "Racing" style full width mirrors, mounted above windshield.

DETAILED ENGINE SPECIFICATIONS

4 LOCATION

- 4.1 Engine must be in original stock rubber mounts, in stock location.

5 GENERAL ENGINE CHARACTERISTICS

- 5.1 Engine must be strictly stock for make & model GM for GM, Ford for Ford, and Chrysler for Chrysler
- 5.2 No after market racing parts.

6 ENGINE DISPLACEMENT

- 6.1 Stock stroke.
- 6.2 Overbore of .060 allowed for all makes.
- 6.3 Maximum cubic inch: GM 360, Ford 362, Mopar 368

7 ENGINE BLOCK

- 7.1 Engine block *exactly* as produced by manufacturer.

8 ENGINE PISTONS

- 8.1 Stock OEM ONLY.
- 8.2 No "made for racing" pistons.
- 8.3 Pistons must be the original or same as original.
- 8.4 "press" pins only

9 OIL PAN

- 9.1 Stock only, with NO additions or alterations.

10 CRANKSHAFT & BALANCER

- 10.1 Stock only, replacement must be original OEM.
- 10.2 Unaltered SCAT #9-10442 or SCAT #9-10526 allowed

11 CYLINDER HEADS

- 11.1 Stock Heads only.
- 11.2 No after-market, "Bowtie", Vortec, swirl port, double hump, SBC angel head, aluminum, high performance or altered performance heads.
- 11.3 "305" heads on 305 engines only.
- 11.4 Altered heads will be confiscated.
- 11.5 Maximum valve sizes are: GM 1.500 exhaust 1.940 intake
Ford Windsor 1.650 exhaust 1.850 intake
Mopar 1.600 exhaust, 1.900 intake

12 INTAKE MANIFOLD

- 12.1 Must be unaltered stock for that make and model.
- 12.2 Manifolds origin must be an EGR type street application only.
- 12.3 Cast iron 2 bbl manifold only.
- 12.4 Cars with stock OEM 4 bbl. must be replaced with a 2 bbl. cast iron intake.
- 12.5 1978 or newer cars with OEM engine less than 310 cubic inches, may use original stock OEM 2 bbl. aluminum intake.

13 CAMSHAFT, VALVE LIFTERS AND ROCKER ARMS

- 13.1 Hydraulic cams ONLY.
- 13.2 No solid lifters or solid lifter cams. Must pass leak test of minimum of one hundred thousandths.
- 13.3 Cam lift not to exceed .420 at valve. (Ford / Chrysler cam lift .460)
- 13.4 Stock lifters. Stock push rods. Stock rocker arms.

14 COMPRESSION

- 14.1 Maximum compression ratio allowed is 9.0:1 with no tolerance.

15 EXHAUST

- 15.1 Stock cast iron with no modifications as provided on engine. No center dump styles allowed.
- 15.2 Exhaust must terminate behind driver pointing downward and within 18" of rear end housing. Two (2") pipes allowed. No "H" pipes.
- 15.3 Exhaust must be securely fastened to frame of the car.
- 15.4 Mufflers 100 decibels @ 100 feet minimum.

16 CARBURETOR

- 16.1 Carburetor must be stock OEM Street applicable.
- 16.2 Carburetor must be 2 bbl. with Venturi size not to exceed 1 3/4".
- 16.3 Carburetor paper gaskets may not exceed 1/4" on Rochester carb.
- 16.4 Must have stock unaltered booster cluster with minimum booster height of .625"
- 16.5 Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or 1.375" Rochester allowed on all cars.
No alterations except removal of choke "Butterfly" allowed.
Double return springs required.
Holley 4412/650 cfm carburetor #80541-1. No Holley Ultra XP Carburetors allowed.
Carburetor Rework Guidelines:
 - A. Body of Carbs:
 - 1. No polishing, grinding, or drilling of holes allowed.
 - 2. Gasket surfaces may be machined for improved sealing.
 - B. The choke may be removed, but all screw holes must be permanently sealed.
 - C. Choke horn may not be removed.
 - D. Boosters may not be changed. Height, size, and shape must remain standard and unaltered.
 - E. Venturi area must not be altered in any manner. Casting ring must not be removed.
 - F. Base plate must not be altered in shape or size.
 - G. Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
 - H. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
 - I. Any attempt to pull outside air other than straight down through the venture is not permitted.
 - J. Jets may be changed. No dial-a-jet devices.
 - K. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.

**** Carb adapter max 1" Part number 023-108 (Lefthander) only**

17 CARBURETOR SPACERS

17.1 No spacer plates of any kind on the Rochester carb.

18 AIR INTAKE

18.1 Stock dry paper air cleaner, maximum of 4" tall.

19 FUEL SYSTEM

19.1 Stock OEM mechanical fuel pumps only.

20 ELECTRICAL / BATTERY

20.1 No dual point distributors.

20.2 Stock distributor, stock coil in stock locations.

20.3 **No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, expect for recall analog tach.**

20.4 Batteries must be securely mounted under the hood forward of firewall and covered or relocated to heater core area & recessed.

21 COOLING SYSTEM

21.1 Stock OEM radiator or aluminum aftermarket radiator (\$150 max) in stock location.

21.2 No electric fans.

21.3 One-gallon overflow catch-can must be maintained inside engine compartment.

21.4 No extra engine coolers.

21.5 No antifreeze allowed.

21.6 **Approved radiator support by tech staff will be allowed.**

22 CLUTCH -- DOES NOT APPLY**23 TRANSMISSIONS**

23.1 Stock automatic transmission with at least three (3) working forward gears. 12" Torque converter. Transmission must have all functions including "Park"

23.2 Stock type shifter only.

23.3 A single external transmission cooler may be used.

(a) Must be mounted under hood, in front of firewall, **BEHIND RADIATOR** support on right, between wheels well.

(b) Maximum cooler size 10"x15.825"

23.4 No rubber lines used in transmission cooling. Must be steel.

24 DIFFERENTIAL

24.1 Unaltered stock rear end only.

24.2 No posi-traction or limited slips.

24.3 Only one wheel may drive.

25 DRIVELINE

25.1 Must be rear wheel drive. (EIRI)

25.2 Driveshaft must be OEM steel and painted white.

26 BRAKES

26.1 No deviation from stock allowed.

26.2 Brake pedal must remain in stock location and mountings with no extensions or blocks.

26.3 Cars must have fully functional unimpeded brakes on all 4 wheels.

26.4 Rear drum brakes only. No brake bias devices allowed

26.5 No after-market brakes or components allowed.

27 FRAMES

27.1 Body and frame components must be the same. Must remain in original OEM configuration for that make and model.

27.2 Complete bumper-to-bumper stock frame and unibody must be retained.

27.3 Stub repairs must maintain OEM measurements.

- 27.4 Rear frames rails may be repaired with 2"x 3"x .120 minimum wall steel tubing, from the back side of the rear wheel hump only. One "cross member" using 1.75" x .090" pipe may be added to attach the frames at the furthest rear point before bumper. Trunk floor must remain intact.

28 ROLL BAR INSTALLATION

- 28.1 Vehicles, with a wheelbase of 113" or less, must be equipped with a roll bar.
28.2 Driver is responsible for installation, construction and workmanship of roll cage.
28.3 Material used must be 1.75" x .090" or better mild steel. No pipe-fittings, galvanized or exhaust pipe, or conduit allowed. All welding must be electric.
28.4 The roll bar must be located directly behind the driver and reach as close as possible to roof and left side of car. The roll bar must be back braced with a min of 2 bars, from the top of the bar to the rear car frame no further than the rear-end (or plate on floor) at an approximate 45-degree angle.
28.5 Roll bar members may attach to either the frame or the floor. For floor installation, attach members to 8"x8" or larger plates which are securely fastened to floor.
28.6 Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall.
28.7 "Petty" bar may be installed and attached forward to the right "A" post of the cage only.
28.8 Door bars may be used for driver protection only. In some cases, with approval, door bar may extend from front firewall to rear wheel well. Bars may not pass through firewall or wheel well.
28.9 Radiator protection bar consisting (a hoop from top to top of frame rail only) with a 45-degree support on each side allowed.
28.10 A single frame reinforcement bar is allowed on both sides. Bar must be attached to the A post, below the dash bar, dissect firewall and attach to the front frame, behind and at least 8" from the upper A frame.
28.11 Roll bar installation is subject to inspection that will be closely scrutinized. Refer to illustrations for suggested minimum installation.

29 SUSPENSION

- 29.1 Suspension must work and look stock.
29.2 NO modifying of the suspension or mounting location is allowed.
29.3 Any coil spring that fits in stock location with absolutely no modifications allowed.
29.4 No cut springs allowed.
29.5 No **spring rubbers**, lumber or chains, etc., may be used to alter stock suspension of that car.
29.6 **Adjustable spring spacers (Lefthander 001-304-1 or 001-304-2 ONLY), one per corner allowed.** All four corners of frame must measure within 1 inch of level.
29.7 Front wheel camber angle cannot exceed 1 inch, positive or negative.
29.8 No rear sway bars allowed.
29.9 No spring jacks, blocked shocks or reverse shackles permitted.
29.10 OEM style shocks allowed, must fit stock mounts, \$75 limit per shock. No "made for racing", coil over, overload, cargo ratchet, air assisted or steering stabilizer shocks allowed. No pinching of shocks to stop travel. No painting or grinding. Numbers must be visible.
29.11 Rebuildable shocks NOT allowed

30 SPINDLES

- 30.1 Stock OEM spindles only for that make and model (metric for metric, etc)
30.2 Oversized studs recommended.

31 Steering

- 31.1 Stock steering systems only. Steering column may be replaced with approved collapsible steering shaft, max 32.5" from firewall
31.2 Quick release steel 'dish" type wheels allowed.

32 GROUND CLEARANCE

- 32.1 Frame rails must maintain a minimum ground clearance of 6 inches at all times, with driver in car.

33 WHEELS

- 33.1 Mandatory right side reinforced racing type wheel and studs -- left side racing wheels optional.
- 33.2 Safety wheel offset: Minimum 3", maximum 4"
- 33.3 No mags, aluminum, or slotted wheels allowed.
- 33.4 Oversize lug nuts required on all wheels. Studs must protrude through lugs.
- 33.5 Maximum wheel size: seven (7) inches x sixteen (16) inches.
- 33.6 No wheel spacers allowed.
- 33.7 Black wheels must be painted white, silver or yellow on back side of wheel completely.

34 TIRES

- 34.1 Only tire allowed is Forest City Tire Branded radial tire, sold by Forest City Tire Sales.
- 34.2 Any loss of a wheel or tire requires driver to immediately leave the race track
- 34.3 Undocumented, unauthorized or unmarked tires will result in immediate disqualification, loss of all points and purse earned and a minimum two-week suspension from competition.
- 34.4 Hoosier 850 mounted on a 15 x 7 racing wheel....
- 34.5 any 15" or 16" street tire will be allowed with a 7 ½" tread width on a trail bases

35 WEIGHT

- 35.1 **3350 lb. minimum on all cars**
- 35.2 Weight determined by Rockford Speedway scale.
- 35.3 **Added weight must be securely mounted to the frame rail. Between the frame rails, Under the car.**
- 35.4 Ballast weight must be painted white with car number painted clearly on it.
- 35.5 No weight allowed in trunk.
- 35.6 **No weight in driver's compartment at any time.**

36 GAS TANK INSTALLATION

- 36.1 The stock gas tank must be removed and replaced with a securely mounted 6-gallon outboard marine type tank, plastic or steel.
- 36.2 Tank must be installed above rear frame rails, in center of trunk, as far forward as possible ahead and securely mounted. **Tank must fill from inside trunk.** No holes in trunk lid. One fuel tank only.
- 36.3 Fuel tank must be secured by four (4), over the tank (two each direction), 1.5" x .125" straps.
- 36.4 Fuel cells are optional. Maximum of 12 gallon capacity. No filler tubes. Vent tube must exit outside car.
- 36.4a **Fuel cell can't be lower than the bottom of the rear frame rails.**
- 36.5 The fuel line must exit from the top or side of the tank. No fuel lines in the driver's compartment.
- 36.6 Fuel tank rupture or fuel spillage will draw an immediate black flag.

37 PERSONAL PROTECTION REQUIREMENTS

- 37.1 Driver must wear full racing firesuit. No polyester clothing allowed.
- 37.2 Five point 3-inch belt system required. Installation will be scrutinized.
- 37.3 Approved helmet required. (Section 7--1.10)

38 ELIGIBILITY

- 38.1 Season champion ineligible the following year.
- 38.2 Officials will resolve any eligibility questions.
- 38.3 Anyone 16 years of age and eligible for a driver's license with the exception of currently registered LM drivers may compete. Ages 14-15 allowed with approval from Minor Eligibility Panel.
- 38.4 Management reserves the right to accept or deny eligibility to anyone.
- 38.5 Roadrunner Challenge open to any driver.

39 GENERAL POLICY

- 39.1 Tampering with another car or in any proven theft or dishonest act will result in suspension & arrest.
- 39.2 Always stay in car with belts and helmet on.
- 39.3 Car must be clean of glass and loose debris.
- 39.4 Illegal parts will be confiscated.
- 39.5 Roadrunners must have working scanner tuned to Official's frequency 454.0000

40 NUMBERS & APPEARANCE

- 40.1 A number at least 22" or more in height must appear on both sides in a contrasting color.
- 40.2 Cars must display roof top numbers 30" high, readable from the right side (scoring tower side).
- 40.3 Car number of at least 8" must be painted on right side (passenger side) windshield.
- 40.4 Number at least 6" must be painted on rear of car.
- 40.5 Can't be seen, can't be scored.

41 TYPES OF RACING EVENTS

- 41.1 At the discretion of the Management, different types of novelty events may be set up which will add to the color and competitive spirit of the race. You will be expected to compete.
- 41.2 Management may, at their discretion, alter direction, length and procedure of certain racing events

WINGED WOMEN ON WHEELS

BREAK OUT RULE WILL APPLIED 16.800 SEC. WILL BE ENFORCED ON EVERY LAP

Transponder, RACEceiver & scanners. Transponders MUST mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**

My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

- All Bandit rules apply, they will run on the oval.
- WWoW cars must have metal wing on roof at least 18" wide and 12" high
Must be mounted on car to race in WWOW race.
- Separate division registration required.
- Seats, belts, and pedals must be fitted for driver and at appropriate lengths.
- Car may compete in Bandit Division, but "wing" must be removed.
- All procedures, general rules and policies stated in other sections of this Rulebook apply, except in cases of obvious conflict.

FIGURE 8

- Will offer separate Figure 8 classes for both Roadrunner and Bandit cars while following the published rules of each of those two divisions.
- Management reserves the right to include and /or exclude vehicles.
- All cars must meet minimum specifications.
- Drivers door bar or door "plate" must be utilized.
- Racing type safety belts required: Suggested minimum is five point harness.
- Both front wheels** must use racing type wheels.
- Any Street tire or Hoosier 850 are allowed (Bandit tire rule applies to Bandit Figure 8)
- All wheels must have oversized lugs.
- Any driver may participate.
- Separate registration required.
- Any and all vehicles that are involved in "X" collisions are suspended for a minimum of one racing event.
- ROCKFORD SPEEDWAY MANAGEMENT RESERVES THE RIGHT TO CHANGE, ALTER, OMIT AND REPUBLISH (BY TECHNICAL BULLETIN) ALL FIGURE 8 RULES, TYPES OF CARS, EVENTS AND PROCEDURES

BANDITS

CONSULT SECTION 7 FOR MINIMUM SPECIFICATIONS WHICH APPLY TO ALL RACING DIVISIONS

This is a stock, unmodified, front wheel drive only 4 cylinder class.

Absolutely NO modifications or enhancements other than what is specified by these rules will be allowed.

In certain rare circumstances where deviations from the rules do not give the car any advantage and may be more economical or practical, you may apply in writing for a waiver asking for an exemption. This must be submitted to the designated track officials and approved before you compete.

BREAK OUT RULE WILL APPLIED 16.600 SEC. WILL BE ENFORCED ON EVERY LAP

Transponder, RACEceiver & scanners. Transponders MUST mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track. **NO EXCEPTIONS**

My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

1. WHEELBASE AND ELIGIBLE MODELS

- 1.1 Any front wheel drive only passenger car, minimum of 10 years old, with a wheelbase of 92" to 104"
- 1.2 NO Honda CRX's allowed.

2 THE CAR AND BODY

- 2.1 Factory OEM for make, model, and year with stock 4 cylinder engine.
- 2.2 Body, frame, floor pans must be complete and unmodified, except where rules allow trimming
- 2.3. No rear wheel drive cars or trucks
- 2.4. All doors must be welded, chained, or bolted shut
- 2.5. Hood and trunk must be secured with two or more hood pins
- 2.6 Plastic, trim, and items that could break, burn, or fall off, must be removed in and outside the car
- 2.7. Both bumpers must be stock, complete and mounted in stock position
- 2.8. Skirts, hood scoops front air dam and a **3" max height CLEAR** rear spoiler may be installed for cosmetic purposes only
- 2.9 Anything that can be unbolted (hinges, brackets, etc) may be removed
- 2.10 You may skin the hood/decklid
- 2.11 Can run after market nose cover over original stock bumper
- 2.12 1" maximum square tubing "rub rails" allowed between front and rear wheel wells. Ends must be chamfered and capped (no sharp edges)
- 2.13 Wheel openings may be trimmed for tire clearance.

3 WINDSHIELD AND GLASS

- 3.1 All glass (head, tail, and marker lights) except windshield, must be removed
- 3.2 You may replace the windshield with Lexan
- 3.3 Lexan windshield requires a center brace inside

DETAILED ENGINE SPECIFICATIONS

4 LOCATION

- 4.1 Engine must be in original stock rubber mounts, in stock location.

5 GENERAL ENGINE CHARACTERISTICS

- 5.1 Strictly stock for make, models, 4 cylinder SOHC or DOHC engines (no turbos or superchargers)
- 5.2 No aftermarket performance parts
- 5.3. Air cleaner must be stock, unmodified
- 5.4. You may remove unnecessary parts and wiring (A/C compressors, smog pumps, etc)

6 ENGINE DISPLACEMENT

- 6.1 Stock stroke. Maximum displacement 2400cc
- 6.2 Overbore of .020 allowed for all makes.

7 ENGINE BLOCK

- 7.1 Engine block *exactly* as produced by manufacturer.

8 ENGINE PISTONS

- 8.1 Stock OEM ONLY.
- 8.2 No "made for racing" pistons.
- 8.3 Pistons must be the original or same as original.

9 OIL PAN

- 9.1 Stock only, with NO additions or alterations.

10 CRANKSHAFT & BALANCER

- 10.1 Stock only, replacement must be original OEM.

11 CYLINDER HEADS

- 11.1 Stock Head only.
- 11.2 No after-market heads
- 11.3 No porting, polishing or gasket matching
- 11.4 Altered heads will be confiscated.
- 11.5 The stock listed valve size/configuration will be enforced

12 INTAKE MANIFOLD

- 12.1 Must be unaltered stock for that make, model, and engine.

13 CAMSHAFT, VALVE LIFTERS AND ROCKER ARMS

- 13.1 Camshaft, lifters/followers rocker arms must be stock for that make model.

14 COMPRESSION

- 14.1 Compression ratio may not be altered from stock.

15 EXHAUST

- 15.1 Exhaust must run under the car, at least to behind the driver's seat
- 15.2. No flex pipe
- 15.3. Effective muffler required 100 decibels maximum @ 100 feet minimum.
- 15.4. No dual exhaust

16 CARBURETOR/FUEL INJECTION

- 16.1 Must be stock production for that make, model, and year.

17 CARBURETOR /THROTTLE BODY SPACERS

- 17.1 Not allowed.

18 AIR INTAKE

- 18.1 Air cleaner must be stock, with a non-reusable (paper) filter element

19 FUEL SYSTEM

- 19.1 Stock OEM only.

20 ELECTRICAL / BATTERY

- 20.1 You may relocate the battery. If in driver's compartment, must be covered with a marine case or similar
- 20.2 Battery must be securely mounted to chassis with steel straps.
- 20.3 Battery Kill Switch-Mandatory in center of car, MUST BE LABELED. Must disable all electrical power to the car.

21 COOLING SYSTEM

- 21.1 Stock OEM radiator in stock location.
- 21.2 Stock production overflow catch-can must be maintained inside engine compartment.
- 21.4 No extra engine coolers.
- 21.5 No antifreeze allowed.

22 CLUTCH --

- 22.1 Stock clutch, pressure plate, and flywheel for that make, model, and engine. With a 2"

Hole in bell housing for inspection.

23 TRANSMISSIONS

23.1 Stock production transaxle for that make, model.

23.2 Stock type shifter only.

24 DIFFERENTIAL

24.1 Unaltered stock differential only.

24.2 No posi-traction or limited slips.

24.3 Only one wheel may drive.

25 DRIVELINE

25.1 Must be front wheel drive.

25.2 Stock production axles only

26 BRAKES

26.1. Must lock all four wheels

26.2 No aftermarket proportioning devices

26.3. Stock Brakes, pads, rotors, drums

26.4. No drilling

26.5. Stock components only

27 FRAMES

27.1 Body and frame components must be the same. Must remain in original OEM configuration for that make and model.

27.2 Complete bumper-to-bumper stock frame and unibody must be retained.

27.3 Stub repairs must maintain OEM measurements.

27.4 Welding to OEM seams is allowed for rotted areas, but no reinforcing of suspension or tying into roll bars

28 ROLL BAR INSTALLATION

28.1. Minimum four points around the driver 1 3/4" diameter .090" wall, mild steel. No exhaust tubing or water pipe.

28.2. Roll cage must be sufficiently welded to floor/rocker box, or welded to sandwich plate bolted to floor

28.3. Top of roll bar must be reinforced to the rear with two bars, either to spring towers or rear frame

28.4. Spring towers may be connected side to side, at both front and rear suspension.

28.5. Main roll bar behind driver must contain a diagonal bar

28.6. Minimum of 3 door bars, driver side and passenger side

28.7. Driver side door bars must be covered with steel deflector plate, 1/8" min. thickness

28.8. Minimum of 5 side to side bars:

- a. top of main hoop
- b. bottom of main hoop about 4" above floor
- c. middle of main hoop directly behind seat
- d. top front of cage by windshield, and
- e. at front of cage at dash height

28.9. No bars through the front firewall, except recommended foot protection bar.

28.10. The cage must protect the driver and will be thoroughly inspected for safety

28.11. Use good common sense; consult persons experienced in building and welding

28.12. Safety padding must be installed around driver (door bars and roll cage bars)

28.13. You may skin door panels for installing roll cage

28.14 Front hoops allowed and may be connected to strut/shock towers. Strut and/shock towers may not be alter,
But can be connected to the front hoop bars and connected side to side.

29 SUSPENSION

29.1 Must remain stock for make, model, and year.

29.2. The only optional exceptions are as follows:

- a. You may run camber on the front and rear wheels,
You may only elongate existing
adjustment points to accomplish this
- b. Springs may be heated or cut to lower car. Except for exhaust components, minimum ground clearance is **4 1/2"** for any part, after the race
- c. You may use any steel spring that fits in the stock location
- d. Spring rubbers, clamps or threaded collars on springs not allowed
- e. Sway bar links must be of equal length side to side, or disconnected

30 SPINDLES

- 30.1 Stock OEM spindles/knuckles only for that make and model
- 30.2 Oversized studs recommended.

31 Steering

- 31.1 Stock steering systems only.
- 31.2 You may replace or modify the steering column to accommodate a removable wheel
- 31.3 2" max rear steer

32 GROUND CLEARANCE

- 32.1 Frame rails must maintain a minimum ground clearance of 4-1/2 inches at all times, with driver in car. From lowest point of car.

33 WHEELS

- 33.1 WHEELS MUST BE STEEL, MAX 7", ALL FOUR THE SAME DIAMETER (NO ALUMINUM OR MAGNESIUM)
- 33.2 RIGHT FRONT WHEEL MUST BE A RACING WHEEL, RIGHT REAR RACING WHEEL RECOMMENDED
- 33.3 You may run an aftermarket heavy-duty wheel 4" minimum **backspace**.
- 33.4 1" lug nuts are required on the right wheels, it's encouraged to use them on all four
- 33.5 Lug nut threads must be visible on outside of lug nuts
- 33.6 Wheel spacers allowed, maximum thickness 3/8"

34 TIRES

- 34.1 Tires must be same size per axle. Maximum 15" P215/ 60 Series maximum cost \$66
- 34.2. Track may claim any tire at any time for \$60-no questions asked
- 34.3 Any loss of a wheel or tire requires driver to immediately leave the race track
- 34.4 Minimum hardness of 380 Uniform Tire Quality Grade Rating (UTQGR)
- 34.5 Passenger car tires only, must be "P" rated

35 WEIGHT

Motor Size (in cc) Minimum weight

- 35.1. 0 to 1999 **2200 lbs.**
- 35.2. 2000 to 2299 **2300 lbs**
- 35.3. 2300 to **2400 2400 lbs.**
- 35.7 All weights include driver
- 35.8 All weights will be securely bolted to frame, be painted white, and have car number on it. No weight in drivers compartment.
- 35.9 Any car with an apparent time advantage can and will be required to add additional weight in 100 lb increments

36 GAS TANK INSTALLATION

- 36.1 Stock fuel tank located in front of rear wheels can be left there but must be secured with two extra metal straps
- 36.2. All other fuel tanks must be mounted in the trunk area between the rear wheels as far forward as possible
- 36.3. Tanks must be fastened with steel straps, bolts, and oversized washers
- 36.4. Filler spouts must face left
- 36.5. A complete steel firewall must be between the tank and the driver's compartment
- 36.6. Fuel cells are recommended, 8 gallon maximum, and must be mounted on top of floor pan

- 36.7 Fuel lines MAY NOT be run through the drivers compartment.
36.8 Fuel tank rupture or fuel spillage will draw an immediate black flag.

37 PERSONAL PROTECTION REQUIREMENTS

- 37.1 Driver must wear full racing firesuit, gloves, & eye protection. **NO POLYESTER CLOTHING ALLOWED.**
37.2 Approved helmet required. (Section 7--1.10)
37.3. Window Nets Mandatory with seat belt style release at front top cage upright
37.4. Fire Extinguisher Mandatory, securely mounted, fully charged, dial type
37.5. Tow Hooks-a secure towing device (hook, etc) MUST be in place both front and rear, securely fastened and located so as not to present a hazard in the event of contact
37.6 Five point 3" minimum width lap and shoulder harness, dated 2006 or newer. Crotch strap required.
37.7 .Belts must be anchored to roll cage or OEM anchors. Belt anchors must swivel. Grade 5 hardware required.
37.8. Shoulder harness must not be anchored lower than 2" below driver's shoulder height
37.9. Aluminum racing seat required, securely fastened to cage or frame
37.10. Head rest support behind seat required
37.11. Shoulder supports and head supports on right and left sides of seat recommended
37.12 Drivers compartment must be sealed off from engine compartment and fuel container
37.13 Access to driver from right side by emergency personnel required

38 ELIGIBILITY

- 38.3 Anyone 14 years of age or older may compete.
38.4 Management reserves the right to accept or deny eligibility to anyone.

39 GENERAL POLICY

- 39.1 Tampering with another car or in any proven theft or dishonest act will result in suspension & arrest.
39.2 Always stay in car with belts and helmet on.
39.3 One driver per night. Only one person may hot lap and race the car during the event.
39.4 Car must be clean of glass and loose debris.
39.5 Illegal parts will be confiscated.
39.6 Bandits must have working scanner/ RACEceiver/Solo II tuned to 454.0000

40 NUMBERS & APPEARANCE

- 40.1 A number at least 18" or more in height must appear on both sides in a contrasting color.
40.2 Cars must display roof top numbers 24" high, readable from the left side
40.3 Car number of at least 4" must be displayed on right side (passenger side) windshield.
40.4 Number at least 4" must be displayed on rear of car.
40.5 Can't be seen, can't be scored.

41 TYPES OF RACING EVENTS

- 41.1 At the discretion of the Management, different types of novelty events may be set up which will add to the color and competitive spirit of the race. You will be expected to compete.
41.2 Management may, at their discretion, alter direction, length and procedure of certain racing events

42 MANAGEMENT CLAIM RULE

There is no Claim Rule at this time.

ORIGINAL SIXERS

General

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of Rockford Speedway officials, whose decisions are final.

Periodic Rules Adjustments

Management may elect to change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety. IF YOU HAVE ANY QUESTIONS PLEASE CALL FIRST.

Rules Infraction Policy

Management may suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

1 Models: 2010 and older, V-6 powered, General Motors, Ford Motor Company or Mopar production front wheel drive passenger cars with a factory minimum wheelbase of 103". Convertibles not allowed. (Some examples would be: GM: Century, LeSabre, Cutlass, Grand Am, Grand Prix, Ford: Taurus, Sable, etc. Mopar: Intrepid, Concord) Foreign models are NOT allowed. No modifications or alterations except as specifically allowed in these rules.

2 Bodies: Complete full body cars only with no trimming or other modifications to the body. No gutting of doors, hood or trunk allowed. All interior upholstery, except for driver's seat and driver side door panel or padding, must be removed. The dash and instrument cluster must remain intact. All airbags must be deactivated. All exterior lights, brake lights, lenses and reflectors must be removed. Third brake light must be operable. Light holes may be covered with sheet steel to improve the cars appearance. Front and rear firewalls and floor must be complete, and all holes covered with sheet steel. Sun roof openings must be closed off with sheet steel. Door plate highly recommended at a minimum 10" high, 1/4" thick steel and extend a minimum of 4" past front and rear edges of driver's front door. Door plates if utilized, must be securely mounted to the door and/or fender only, by welding or bolting or both.

3 Bumpers: Stock bumpers for car only, and must be secured with chains or welded to prevent them from falling off. Exposed bumper ends must not have sharp edges.

4 Glass: All side windows and rear window must be removed. Broken glass must be cleaned from inside the car before arriving at the speedway. The original windshield must be used, severely cracked may require stock replacement. One stock inside mirror only; all outside mirrors must be removed.

5 Optional Roll Cage: A two point roll cage is recommended. Must be made of minimum 1 3/4" OD mild steel tubing with a minimum wall thickness of .090". No weld elbows or fittings. Only mandrel bends are allowed. Cage design is a main hoop with a diagonal brace, positioned behind the driver's seat, extending from the floor to the roof, and extending the width of the driver's compartment. This main hoop should be braced from the top of the hoop, down and rearward to the lower rear section of what was the back seat area; two braces, one on each side.. No bars are allowed to pass through the front or rear firewall. No bars may extend beyond the contour of the body.

6 Engine: V-6 engines only with a maximum displacement of 3.8 liters. The engine must be original or an exact replacement as offered in make and model of your car. The engine must remain completely stock. No turbo-chargers or super-chargers.

7 Electrical: 12-volt electrical system only. Battery must remain in stock location. Battery must be secured with a minimum of 1/8" thick x 1" wide steel strap, and 5/16" bolts. OEM stock sensors and computers only. OEM stock computer chips only. No

tuner, performance or programmable chips allowed. OEM stock wiring harness must be used. No re-wiring without officials approval.

8 Cooling System: Stock radiator, or any other radiator that fits in the stock mounts. The A/C condenser and compressor may be removed, but all other A/C components must remain. 2 electric cooling fans may be used. A coolant recovery bottle is mandatory. Water only in the cooling system. NO ANTIFREEZE.

9 Exhaust: 2 1/4" O.D. maximum. Must exit behind the driver and under car.

10 Fuel System: Fuel pump must have no power when car is off. No fuel lines allowed in driver's compartment.

11 Fuel Tank: The stock fuel tank may be used if it is located forward of the rear axle; stock fuel fill must remain. A fuel tank (fuel cell or 6.6 gallon marine tank) may be mounted in the trunk, secured with minimum of 1/8" x 1" steel straps and 3/8" bolts.

12 Drive Line: Completely stock driveline only.

13 Suspension: The suspension system must remain completely stock. The springs may not be heated or cut. OEM stock for your make and model, springs, control arms, bushings, shocks, struts, spindles, etc only. **May put 1" camber in right front only.**

14 Steering: The steering system must remain completely stock.

15 Brakes: Stock brakes for car only. Rotor and/or caliper size may not be changed. Stock master cylinder only. Anti-lock braking system may remain functional. Brake bias adjusting devices are not allowed.

16 Tires: All 4 tires must be the same size and aspect ratio, examples: 215/70R15, or 225/60R16. Steel belted DOT radial tires only, 60, 65, 70, or 75 series. No made for racing tires.

17 Wheels: Stock wheels only; steel wheels are recommended. All 4 must be the same size; 14", 15" or 16".

18 Weight & Ground Clearance: **No ballast allowed.** Stock ground clearance must be maintained. Cars appearing too low will be subject to disqualification.

19 Seat: The original seat must be used. The seat back must be locked into position. Racing seats not allowed.

20 Safety: A driver's window net is recommended, with release at top front of net. The center of the steering wheel must be padded. Racing seat belts are recommended. A fully charged dial type fire extinguisher, minimum 2 lb. BC, securely mounted, within the driver's reach, is required. Helmet required, minimum DOT standard, Snell SA recommended. Eye protection and racing suit recommended. Long sleeve shirts, long pants, closed toed shoes and gloves required, NO NYLON.

21 Claim Rule: Management reserves the right to claim any car at any time for \$450 which will include a complete running car minus the general safety devices. A refusal in claim will result in disqualification for event and suspension of driver and car for remainder of season

FLAG RULES

A. GREEN FLAG

1. The starter will turn off the yellow caution lights and hold up 1 flag indicating “one to go” which means the race will start on the next lap. All cars are to close up, hold their position and speed set by the pace car. No “scrubbing of tires”, weaving, or other car movement is allowed. When the pace car leaves the racing surface, the pole position (inside front row) shall maintain the pace speed until the green flag is displayed.
2. At the discretion of the Race Director, any cars bumping, shoving, or holding up starting procedures will be given the “consultation” (black) flag and sent to the pits to speak with an official.
3. On the original start of the race, no passing is allowed until your car has crossed the start/finish line (or start line when used) under green. This is to avoid first lap accidents.
4. Any car passing or “jumping” position on any start shall be penalized two positions for every one position gained. The penalty shall be assessed at the next opportunity or end of the race. The driver may “give back” the position(s) before one lap is completed without penalty. If the “Pole” car moves from their position (pulling into the outside lane) before the start line, they will be penalized for jumping the start.
5. In most cases, one-half the starting field must complete a full lap for the race to be officially underway.
6. When a yellow or red flag is displayed before one lap is completed. Drivers that are able to continue shall proceed to their original starting spot as quickly as possible.
7. On restarts, the lead car remains out front while all others line up double file behind the leader. Racing and passing may begin when the green flag/lights are displayed.
8. When the orange traffic cone is placed at the start/ finish line, the leader out by himself and all cars (**INCLUDING THE LEADER**) must choose the high (outside) or low (inside) lane for their restart. And stay in your lane after the cone. Drivers must select a lane upon reaching the cone and must stay in that lane until the green flag is displayed. Cars may gain positions by selecting the shortest lane. Cars changing lanes after the cone will be given the black flag to report to the pits. They may rejoin the field at the tail end of the longest line.
9. With 10 laps or less remaining in feature events, officials may implement single file restarts at their discretion, cars not up to racing speed or laps down will be sent to the tail end of the longest line on restarts.
10. Cars several laps down, damaged, or in the way may be given the consultation flag and sent to the pits.
11. Cars returning to the racing surface from the pits shall rejoin the rear of the field at the direction of the ramp official.

B. YELLOW FLAG “CAUTION”

1. The yellow flag signifies a potential hazard on the race track and requires drivers to **slow** their vehicle as soon as possible.
2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. The leader will be picked up by the pace car. All drivers shall close up on the pace car in a **single line** and await further instructions. Drivers shall follow the path taken by the pace car to avoid debris, liquid or other obstructions on the racing surface.
3. The racing lineup shall revert to the last completed lap as determined by scoring officials. The scoring officials have complete discretion to determine the positions of cars at the time and to re-position cars in accordance with their determination. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a track official will direct you to your starting spot. Failure to quickly take your position will lead to a consultation flag, a trip to the pits, and rejoining the field at the tail of the longest line.
4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.
5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Fault shall be a judgment call and the officials’ decision is final. Fault may be described as, but not limited to; instigating the action, result of the action, or part of either.

6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap.
7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone's control, then a "no-fault" caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.
8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.
9. Any car receiving assistance not directed by the Race Director, from any official, crew member, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.
10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow or red flag. Cars receiving such service shall be immediately disqualified from the event.
11. Any car or cars that spin out by themselves, or by minor or incidental contact stop on or near the racing surface, or go into the infield must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line.
12. Cars that cause a caution by themselves more than twice in the same race will be sent to the pits for the remainder of that race.
13. When a caution (pace) car is used, no car may pass the caution car, unless directed to do so by the caution car driver. Cars that pass the caution car without permission shall be given the consultation flag and report to the official in the pit area. Repeated violations of this rule will result in disqualification and /or suspension.
14. A "Gentleman's/Tap Out" rule will be used, if a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the longest line with all others deemed involved awarded their prior position. Race Director has the right to accept or denied the Gentlemen's/ Tap Out.

C. RED FLAG 'RACE STOPPED'

1. When the red flag is displayed the driver shall get control of the racecar, reduce speed immediately and stop as directed by the pace car or on-track official. Cars failing to stop will be given the consultation flag and sent to the pits. A minimum of a one-lap penalty shall be given.
2. If yellow flags laps were counted, then no work may be performed on any vehicle in that event while in pit area unless directed to do so by the race director. Penalties will range from one lap to disqualification from the event.
3. Once all cars have stopped, no cars will be allowed to move from the racing surface without permission. No cars may enter the racing surface from the pits until the red flag period ends. A one-lap penalty shall be given to the car(s) that fail to comply.
4. Drivers shall remain in their cars unless directed by an official to exit. The driver, crew, officials, or anyone else may NOT make repairs, adjustments, or alterations during this time. EIRI Rule in effect. A minimum of one lap penalty shall be given to offenders.
5. All drivers must be ready to restart at the command of the starter. Lineup will revert to last completed lap for those able to continue that did not enter the pits. Any driver not ready to restart will be given the consultation flag and report to the pit official.

D. MOVE-OVER FLAG (BLUE WITH DIAGONAL YELLOW STRIPE)

1. The blue flag with a diagonal yellow stripe signifies that faster traffic (leaders) are overtaking cars being signaled and that cars being given this flag should be prepared to yield or "Move over" to faster traffic.
2. Any car deliberately ignoring the starters signal or attempts to hold up or block the leaders advance shall receive the black flag and report to the consultation official in the pit area.

E. BLACK FLAG (CONSULTATION)

1. The black flag means “go to pits immediately” and report to the NASCAR official at the bottom of the exit ramp. This does not mean disqualification; however failure to heed the black flag will result in disqualification, suspension or fine.
2. After receiving the black flag, scoring on that car will cease until a pit stop is made and the driver reports to the NASCAR official and is released. Driving to the infield after receiving a black flag does not satisfy the black flag requirement. You MUST report to the pits.
3. Any car entering the infield under racing conditions must exit the track on the same side of the track. If a car “cuts” a corner, that car will receive the black flag.
4. Any car with the hood, trunk or any loose parts which causes a hazard to other cars will receive the black flag.
5. Any car emitting excessive smoke will be black flagged.
6. Any car that “Breaks out” will be black flagged.
7. Display of Black and Red flags together signifies the end of practice.

F. WHITE FLAG

1. When the white flag is displayed, it means the leader has started their last lap.
2. The checkered flag will always follow the white flag.

G. CHECKERED FLAG

1. When the checkered flag is displayed it means the leader has completed the required distance and the race is over.
2. When the checkered flag is given to the leader, the rest of the field receives it on the same lap. Finishing positions will be paid according to the most laps traveled in the least amount of time, regardless of whether the car is running or not at the finish.
3. The driver receiving the checkered flag first must bring their car to the start line or area designated by the NASCAR official in charge. The driver and car must remain there until released by the NASCAR official. Failure to do so may result in a fine or disqualification.
4. If the lead car is intentionally spun by any car on the white flag lap, the official winner will be the car that was offended and the offender will be scored in last place.

H. MISCELLANEOUS

1. Once you enter the racing surface for an event you are expected to be ready to race. If you enter the pits you must join the field at the rear.
2. All flags will be final. However, in extreme cases the starter may inadvertently display the wrong flag by mistake. It is the Race Directors decision to rescind the flag and revert back to the last completed green lap or carry on as if the flag were not displayed.
3. Do not stop on the track unless directed by officials or you are reporting a hazard or dangerous condition. Once directed to your starting spot, go there immediately.
4. These rules are amended when necessary and any bulletins take precedence

J. BLOCKING

1. Intentional blocking will not be tolerated. If the Race Director suspects you are holding up the progress of other cars, you will be signaled to pick a lane (high or low) repeated acts of blocking will result in the Black flag.
2. Cars that continue to block after being warned will not be subject to checkered flag.

