

2018 LANCASTER MOTOR SPEEDWAY RULES

These rules are issued to govern the conduct of racing events at Lancaster Motor Speedway for the 2018 racing season. It is the intent of Lancaster Motor Speedway management, officials and staff to enforce these rules to ensure fair competition and consistency at each event. The track promoter and race director will act upon any situations not specifically covered by these rules and their decisions will be final.

Shannon Munn (803) 804 4742

Promoter

Eric Caskey (803) 288 8104

Promotor

Steve Norwood (803) 286 8217

Tech Man

Lancaster Motor Speedway

Speedway Ventures LLC

www.lancastersuperspeedway.com

Track Phone: 803-285-1877

TABLE OF CONTENTS

Overview
Points System
General Rules
Sign-In/Draw Procedure
 Scoring
 Flagging
 Protests
Suspension Policy

DIVISIONAL RULES

S.E.C.A. Late model
 Super Stock
S.E.C.A. Crate Sportsman
 Renegade
MMSA Four Cylinder
 Extreme 4
 Pure Stock
 Vintage
Thunder Bomber

LANCASTER MOTOR SPEEDWAY (2018) OVERVIEW

2018 General Overview: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

These rules and/or regulations shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF/OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The owner or race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

Any interpretation or deviation of these rules is left to the discretion of the officials of Lancaster Super Speedway and Speedway Ventures LLC.

THEIR DECISION IS FINAL. IF IT IS NOT IN THE RULES, DON'T ASSUME – ASK!

Our goal is to apply all rules firmly and equally. Officials reserve the right to modify/change or alter rules during the season to promote fairness and safety. Any changes will be posted on the bulletin board on the front of the draw/pay booth building. Any cars not meeting these rules may be allowed to run at track's discretion with weight being added or penalty. Many calls made by track officials are judgment calls; these calls are not subject to review or change after a race event.

The promoter can refuse the entry of any car, driver or spectator at any race. Any dispute will be taken up with the promoters or race director after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in calm and sportsmanlike fashion at all times. The driver will be the spokesperson for his/her team's car owner in all matters. Any driver or crewmember that uses loud or abusive language toward any track official or employee may be fined and/or suspended from future racing events, lose all winnings and/or may lose all points for the event from that night. Penalties will be enforced at the discretion of the management.

Fighting is strictly prohibited. Anyone caught fighting will be turned over to local law enforcement officials and are subject to fines and punishment is applicable by law. Drivers will be held responsible for the actions of their crewmembers and penalties may be enforced upon a driver if a crewmember is in violation of said infractions. (Penalties are to be enacted at the discretion of track management and officials).

No disorderly conduct will be allowed at the draw window, driver's meeting or payoff window. **NO TOLERANCE!!!**

Any person other than Law Enforcement found with ANY WEAPON (concealed or otherwise) on his/her person is subject to fine, loss of weapon and arrest.

PARTICIPANTS ARE ENCOURAGED TO CARRY INSURANCE

All accidents/injuries must be reported on the night of the event and **WILL NOT BE ACCEPTED ANY LATER THAN 24 HOURS AFTER THE INCIDENT OCCURRED DURING EVENT OPERATIONAL HOURS.**

There is absolutely no coverage on privately owned vehicles damaged on track property (all parking areas – grandstands and pit area). There is no coverage on tools.

ANY ENTRANCE ONTO RACETRACK PROPERTY IS TAKEN UPON FREEWILL AND IS SUBJECT TO CERTAIN RISKS!

All participants should inspect the racing and pit area before the event begins upon arrival. If you see a potential danger before, during and after the event, it should be called to the attention of the track owner or officials' attention immediately.

LEGAL REQUIREMENTS:

Every driver and or car owner must fill out the following before any competition is allowed. Drivers information and profile form.
Insurance waiver/release and proper federal
IRS/tax forms.

The state and federal government requires that all money earned be reported by IRS 1099 documents if a participant earns more than \$600. If you refuse to supply this information, you will not be allowed to compete.

POINTS SYSTEM

The points system for 2018 will be as follows:

"POINTS WILL ONLY BE AWARDED TO THE DRIVER, NOT CAR NUMBER"

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1	35	13	23
2	34	14	22
3	33	15	21
4	32	16	20
5	31	17	19
6	30	18	18
7	29	19	17
8	28	20	16
9	27	21	11
10	26	22	11
11	25	23	11
12	24	24	11

All races contested in the 2018 season will be counted as point races, unless otherwise stated in the schedule.

In the points system, we are dropping 3-point races. Also, in 2018, you are awarded 11 points to start the heat race. If you break or wreck, you are still given 11 points even if you cannot start the main event.

GENERAL RULES

Any driver caught under the influence of any DRUGS OR ALCOHOL prior to or during any event will be disqualified from competition and will not be allowed to race. A "breathalyzer" test may be randomly administered to drivers and any other action deemed appropriate by officials.

There will be NO ALCOHOLIC BEVERAGES allowed in the protest area. No person(s) under the influence of alcohol or drugs will be permitted in the protest areas.

SCALE AREA: During post-race weigh-in, the scale area is off limits. ONLY ONE CREWMEMBER PER CAR is allowed entrance to the scale area.

Driver must start the race by taking the initial green flag in the main feature event to receive any purse money or points.

All prize money should be claimed at the payoff window as soon as possible when announced. If a driver is unable to pick up earnings, it will be held for a maximum of ONE WEEK ONLY. If money is not collected within one week, then it will be forfeited. NO EXCEPTIONS!

CAR NUMBERS: The speedway reserves the right to request a car number change on any race car to avoid duplication; or if the number cannot be clearly seen. Cars are scored from the main press tower above the grandstands and must appear on both sides of the car a minimum of 24" high. A number at least 36" high must be clearly visible from the roof of the race car and must be able to be read by the scorer from the passenger side. Any car may be assigned a number by the track steward. All cars from the prior racing season will continue to use their old numbers unless a change is requested.

FOR REASONS OF SAFETY: No person is allowed onto the racing surface unless requested by a track official or member of the track's emergency safety crews or law enforcement.

At the Track Officials request, ONLY sheet metal or "minor repairs" can be serviced by the track official when driver is ASKED (OR RACEIVER) to stop on the front straightaway of the track. ALL other repairs must result in taking the car to the pit area and track position will be forfeited. Any car may be sent to the pit area for repairs at the discretion of the track officials. NO TOOLS WILL BE ALLOWED ON RACING SURFACE DURING COMPETITION.

Cars must be self-starting. If you must be pushed off, you are using up the time limit for the event.

Speed limit in the pit area is limited to 5 MPH! This will be consistently monitored by ALL track officials and the consequences for all speeding violations may be disqualification.

All cars must pass safety inspection by track officials or they will not be allowed to race.

Drivers can race in ONLY TWO EVENTS per race night.
NO car can race in more than one registered event.

All cars must have wrecker hook-ups on front and rear – NO EXCEPTIONS!

Hot laps are given to each division at the beginning of the event. If a driver misses his hot lap session for his/her division, he/she CANNOT participate in the hot laps of any other division. NO EXCEPTIONS!

If a driver is participating in more than one division, then it is his/her responsibility to arrive at the staging area in a timely manner for the second/or next race. The race will not be held up; if the driver is not in the staging area when the cars are called to the racing surface, then he/she will forfeit that starting spot and be moved to the rear of the starting line-up.

All races (heat races or main features) are officially declared "underway" once cars are called out of the staging area and have reached the racing surface. UNDER NO CIRCUMSTANCE is any driver allowed to change cars after this point in any event!

Any driver who exits his/her car while a race is underway, for reasons other than immediate danger (fire, driver safety) may be disqualified and may forfeit all money and points earned for that event. AT NO TIME ARE CREWMEMBERS ALLOWED ONTO THE

RACING SURFACE unless directed by a trace official. ALL VIOLATIONS OF THIS RULE MAY RESULT IN IMMEDIATE DISQUALIFICATION OF DRIVER FOR THAT RACE.

WORKING RECEIVERS ARE MANDATORY in ALL divisions – NO EXCEPTIONS!

SIGN-IN: REGISTRATION & DRAW PROCEDURES

It is the responsibility of each driver to sign in/register and draw for all event starting orders upon arrival at the racetrack. ANY driver changes after the closing of the draw window/registration will result in said driver starting at the rear of the starting line-up for that heat race.

If a driver chooses NOT a draw for a starting position in a heat race, they should register with the scorer, expressing their intent to start at the rear of said event.

Starting positions in heat races are determined by random draw; these assigned starting positions cannot be changed for any reason and are final. Any changes to heat race lineup will ONLY affect the original lineup, whereas the original "line" (inside or outside) will change. Cars will only move up to the next ROW – lineups will not be changed by "criss-crossing," Should a driver forfeit his/her starting position, they will be moved to the end of the original "line (inside or outside)."

QUALIFYING: Any event involving qualifying will be scheduled and run according to driver registration and draw. If a driver does not register for a qualifying event or misses the order where they drew, then he/she will be placed in rear of the drivers that did draw and will get only one lap.

SCORING

HEAT RACES, QUALIFYING AND MAIN EVENT/FEATURES:

If the main event results in two unsuccessful start attempts, then the heat race winner or fastest qualifier will be awarded the first starting position.

The starting lineups for all main feature events will be determined by heat race/qualifying race results. If for any reason, a driver change occurs once the main feature event starting lineup is posted, that car will be moved to the end of the starting LINE (inside or outside).

Any driver who enters a main event having entered the racetrack property "late" or past the conclusion of the heat races/qualifying, will be allowed to start at the end of the longest line in the starting lineup for that feature event.

Any car that goes 3 laps down under green-flag competition will be black-flagged and scoring will stop for that event.

FLAT TIRE LAPS: 2 laps will be given to any competitor ONE TIME

during a main event. The car must be scored on the lead lap. IT IS THE RESPONSIBILITY of the driver for signaling the track official at the moment he/she enters the pit road area (front or back entrance). Your laps do not start until you stop in your pit.

The race is scored by the lead car in all events, in the event of a caution all cars scored in a completed lap will hold their positions. To complete the first lap, then the lap is officially counted and all cars that did not cross the start/finish line upon the display of caution will be lined up according to the original starting lineup; cars must maintain a safe speed until the field comes together under the caution. The car(s) causing the caution will be lined up for the restart at the end of the field.

After the completion of the first lap, if cars do not complete the next lap(s) upon a caution thrown, then the scorer will revert to the last lap scored to determine the remainder of the restart lineup.

False starts (jumping) or starts called off for debris will not count as an official attempt to get the first lap in.

If the first lap of the race fails to be completed in two attempts in double-file formation, the third attempt to start the race will be a Delaware restart meaning that the first inside poll position car will start single file by itself in front of the field and the remainder of the field will start double file. The race will restart on the third attempt according to the original starting lineup. There will be NO "CRISS-CROSSING". (For example, the whole inside row will advance to make it double file.

Any car that is "one lap down" to the leader will be lined up BEHIND all lead lap cars on restarts.

The lap will be "red-flagged" in the event that the track is deemed unsafe for normal racing pace to continue. If this occurs, all scoring will stop, and the race will restart according to the order of the previous lap scored, not including any cars that were involved in the accident. Those cars will be started from the rear of the last lap scored.

The race will end under "green flag conditions." All events will race back to the checkered flag, unless the final lap is cancelled by the race director. If the final lap is stopped due to competitor safety, then once the track is returned to safe conditions, the race will conclude on a final "GREEN/WHITE TOGETHER" last lap.

If two or more cars cross the start/finish line at the same time at the checkered-flag, the scorer will award the win to the car on the inside (nearest the infield). This will apply in all events.

After the race is complete, if a race car becomes "stuck in the mud," the driver will have TWO MINUTES to get the car out of the mud UNASSISTED. If wrecker assistance is required to remove a "stuck" race car, then that driver is disqualified.

Further, all cars must finish the race under their own power. At no time will a car be allowed to be "pushed across" the finish line to complete a race. Should this happen, scoring will be stopped on the previous lap.

All cars are subject to post-race/event weight inspections (heat races, qualifying, main events). The top five cars must cross the scales at the end of their race.

In the event of rain or bad weather during any main event, the race is official once the scoring has passed the half way point of the race (ex. 5/10,6/12,8/15,10/20, etc.). The night is declared.

POST RACE WEIGH-IN: HEAT RACES AND MAIN EVENTS – after all heat races and main events, the TOP FIVE cars are REQUIRED to pass through the scales. QUALIFYING: all cars must pass through the scales at the conclusion of their qualifying lap(s).

Time limits will be strictly enforced for each event in each class.

If any driver wins ANY three feature/main events in a row, then they are required to start at the rear of the main event at the next regular event entered. This will apply to all classes. (Special events are excluded).

FLAGGING

Any driver jumping the start will be moved back one position. The second time, they will be sent to the rear of the field. The third time, they will be black-flagged and sent to the pits and scoring will stop for that event.

Any car that enters the pit area following the exit of cars from the staging area to begin the race will forfeit their track position and will restart at the end of their original line.

INITIAL START OF RACE: Races will begin double-file on the front straightaway between string of green lights and the flag stand BY THE FLAGMAN. The inside car on the front row will set the pace of the initial start. It is the responsibility of the drivers in the remainder of the field to keep pace with the inside car. Once the pace is set for the start of the race, if the inside driver should suddenly increase the speed of the pace (jump out from the row) or suddenly decrease the speed of the pace ("brake check"), prior to the commitment line, then that driver will be signaled for jumping the start and will be dealt with by the race director. The race will start double-file on the front straightaway by the FLAGMAN (flagman starts the race) at a smooth speed of 25-50 mph.

RESTARTS: The race leader will restart the race within the "commitment points"

If any driver stops on the track to avoid getting lapped, then that car will be scored "one lap down" at the point of the incident.

Drivers must maintain sportsmanlike conduct at all times while on the racing surface. In the event where ANY unsportsmanlike conduct is displayed (intentional ramming or contact) before, during or after an event will be subject to immediate disqualification, penalties, fines and/or suspension. It will be at the discretion of the race director and track owner/promoters to impose penalties and fines.

Any car determined as CAUSING a caution will restart at the rear of the field. Any car being determined as causing THREE cautions

in any event will be pitted and scoring will stop. This will also apply if a car is deemed unsafe by track officials at time called will be "just racing" and car will be put back in their place on the same lap and no caution car.

MULTI-CAR WRECKS ON THE INITIAL START: In the event of a multi-car incident on the initial start of any event, all cars that can continue without pitting will be returned to their original starting lineup.

RACE DIRECTOR HAS FINAL WORD ON ANY ON-TRACK

ACTIVITIES WHEN COMPETITION HAS BEGUN.

FLAGS COLORS & DESCRIPTIONS

Green – Race begins or resumes from another conditional flag.

Yellow – Racing under caution. Conditions adverse or hazardous.

Red – Racing has come to a halt. All cars must stop.

Black – The "consultation flag." Driver must pit, usually due to rule violation.

Blue with Yellow Stripe – Move over and let faster cars by.

White – Final lap of the race.

Checkered – The race is over. A winner will be declared.

HEAT RACES

Late Model – 6 Laps SECA (Crates), Super Stock, Crate Sportsman, Renegade, Extreme 4, Vintage and Pure Stock -5 Laps

MAIN EVENT

Super Stock 15 laps, Crate Sportsman, Renegade, Extreme 4, Vintage and Pure Stock – 12 lap Main

SECA Crate Late Model – 20 laps Time limits will be strictly enforced.

***LAP COUNTS FOR SPECIAL EVENTS MAY BE CHANGED**

PROTEST

No safety rules can be protested. To protest a car, you must finish directly behind the car you are protesting, OR you must protest all cars between you and the car you intend to protest. You cannot protest cars that finish behind you, UNLESS you have been protested by that car (back protester).

All protests must be originated at the scale area FIVE MINUTES after the conclusion of the event, once the light is displayed to begin time limit. The intent to protest must be written (PRINTED) and must be given to the tech-man only! Only the driver may wage a protest (NO CAR OWNER/CREWMEMBER/FAN can

declare a protest of ANY TYPE!). At the conclusion of the time limit, a signal will be seen and/or heard indicating that protesting is over, and NO MONEY WILL BE ACCEPTED FROM THAT POINT.

Once a protest is waged, the driver of the protested car has FIVE MINUTES to exercise the option to back-protest.

The driver of the car that is protested must post track fee to accept the protest.

If the car is declared LEGAL, then the track fee paid by the driver is refunded and the protester's fee (minus any track fee required to protest) is awarded to said driver.

If the car is declared ILLEGAL, then the track fee paid by the protested car will NOT BE REFUNDED and the protester will receive a 100% refund on the protest fee.

REFUSAL TO POST TRACK FEE ON PROTESTS OR TEAR DOWN

REFUSAL: If you are protested and refuse to accept the protest by not paying the track fee and refusing teardown, then the protested car is declared illegal and will be required to start in the rear of that division's main event the following week.

After any protest is waged and any money has been paid, there will be NO CANCELLATIONS of the protest and money will not be refunded. The protest will be carried out as originally intended. In the event where the protester decides to cancel the protest, he/she will lose their protest fees.

The track reserves the right to deny any protest at ANY time. The racetrack MAY REJECT any protest due to impending threatening

weather or lateness of time. No grudge protesting.

No protest will be accepted on any item outside of the motor (pulleys, brackets, etc.) or anything NOT covered in the rules.

Competitors must furnish their own tools for teardown.

Only THREE (3) people are allowed in the protest area per car that has been protested. Only ONE (1) person allowed from car that is doing the protesting if no back protest. Only ONE (1) person from each car allowed in the tech room during tech inspections. NO ONE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS WILL BE ALLOWED IN THE TECH AREA AT ANY TIME!!! NO EXCEPTIONS!!!

After a protest is made on an engine specification, then cars must be ready in one-and a-half (1 ½) hours for official check. The engine will be checked no more than two (2) times and will be ruled on, LEGAL or DISQUALIFIED. You will be given an additional 30 minutes (1/2 hour) to pull oil pan.

Definition of stock: No modifications to factory parts or specifications. The absence of a specific rule does not imply approval, consent or permission regarding the subject.

PROTEST FEES: 2 items per protest in applicable classes. Track will keep \$100.00 of all fees.

SECA Late Model – protest rules are TBA as to sanctioning body

Super Stock & Renegade - \$300.00, \$150.00 to pull oil pan;
\$100.00 to accept - \$600.00 to pull crank to weigh only. SHOCK

CLAIM RULE: "Front \$80.00 each and rear \$125.00 each."

SECA Crate Sportsman – protest and claims per SECA rules

Extreme 4 – Protest \$300.00 (bore & stroke – head, intake & cam) track keeps \$100.00 or Motor Buy rule \$1000.00 track keeps \$100.00 - \$25.00 Visual protest in "Extreme 4" which must be filed 30 minutes before Main Event.

VISUAL PROTESTS - \$25.00 and will be kept by the track. Visual protests must be made before cars are called to the staging area prior to any event. Magnets may be used for aluminum products. Visual protest is on any item that can be seen without removing or opening body panels, including hood and decking. Bodies and sheet metal are not protestable and are policed by the track. Items that are deemed illegal by visual protest can be changed to be made legal before the next scheduled event, but the competitor must start at the rear of that next event (heat race or main event).

FUEL PROTESTS: \$50.00 and can be protested as a single item or used as a THIRD ITEM ONLY in another protest. On multi-car protests, if protesting fuel only, any cars finishing ahead of that car can be protested on fuel only.

TIRE PROTESTS: \$125.00 per tire for all divisions. Protesters will have the choice of tire to be analyzed. Only the top three (3) finishing cars can be protested on tires. Protesting will follow the same rules as any other protest (you can only protect the car finishing directly in front of you). Tire protests are allowed after main event only. Intent to protest tires must be in writing and

presented to the tech man prior to the conclusion of the weigh-in at scales. Tires can be randomly checked by track for any division after any heats, qualifying or main events.

SECA – Rules for protesting tires will be in accordance to rules set forth in sanctioning body.

TIRE PROTEST PROCEDURES: All protested tire samples will be impounded and sent off the following Monday morning for analysis.

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

Absolutely NO VACUUM PUMPS will be allowed or tolerated in any division.

Any illegal device is subject to confiscation. All points and purse monies will be forfeited, and driver and car owner may be suspended indefinitely at the track's discretion.

THE TECH MAN'S DECISION IS FINAL! Drivers of cars that are declared ILLEGAL are automatically disqualified.

SUSPENSION POLICY

Procedure for Suspension of Drivers from Competition at Lancaster Speedway

This will act as a warning to ALL competitors who race at Lancaster Speedway. At no time will any act of deliberate malice with the intent of damaging another competitor's race car, under

a period of caution, red flag, or checkered flag, be allowed nor tolerated.

If any driver commits such an act of aggression with the end result being to eliminate any other car from competition for that race, that driver will be immediately disqualified from the event for that night and may serve a one-week suspension from racing at Lancaster Motor Speedway. If any driver returns from a suspension period, and that driver engages in the action again, they may be suspended for two weeks.

Any driver who has been suspended from competition for any set amount of time in the previous TWO seasons of racing and is found to commit such an act of aggression in violation of his policy, that driver will automatically be suspended for up to four weeks.

After the four-week suspension has ended, any driver who returns from that suspension and commits this offense for a third time, that driver will be banned from competition at Lancaster Super Speedway for the remainder of the season. Additionally, a monetary fine will be assessed to that driver (payable to Lancaster Super Speedway) prior to being allowed to return to racing at Lancaster Super Speedway the following season. There will be no appeals process for this policy.

SAFETY RULES

Safety is the number one priority at Lancaster Motor Speedway; all cars and safety equipment are subject to safety inspection before being allowed to compete. All competitors must follow safety rules as stated in this rulebook.

Full face helmet, complete fire suit with racing shoes-
MANDATORY.

Racing gloves are recommended but not mandatory.

Roll Cage - MANDATORY – Must have minimum of three (3) bars in driver's door. No aluminum or titanium cages permitted.

Window net – MANDATORY.

Fuel Cell MANDATORY (Must be mounted in Metal Can).

Seat Belts – Five (5) point system MANDATORY.

Windshield screen – MANDATORY

Fire Extinguishers – with gauge, mounted in a quick release harness in reach of drivers MANDATORY.

Scatter shield – MANDATORY.

Battery – must be mounted outside of driver compartment or in enclosed bolted down box.

Fuel Lines – Must be underneath car or in tubing.

Ballast Weight: Any lead or steel weight added to any car in any division must be solidly mounted to the roll cage or chassis only, with a minimum of 2 ½" bolts. ALL weight must be painted white

SOUTH EASTERN CRATE ASSOCIATION

GM Performance Late Model 602/604

The 2018 Crate Im at Lancaster Motor Speedway will be sanctioned by South Eastern Crate Association (SECA)
www.secaracing.com

No grooving and/or siping will be allowed (per SECA rules)

SUPER STOCK

BODY

Stock appearing American factory cars or ½ ton 2WD trucks only 102" minimum wheel base. No jeeps.

Rubber nosepiece is okay for the type of car running. If no aftermarket nose is available, then you may run an alternate nose if it is approved by track.

Must run complete enclosed cockpit. No open holes through firewall to driver's compartment allowed. Race cars must have front and rear firewall; doesn't have to be in stock position.

Spoilers – Maximum blade length 6"; may run side spoilers 6" height by 12" width; may have one 4" spoiler inside of car.

Weight:

Engine #1: 3100 lbs. after race with driver.

Engine #2: 2900 lbs. after race with driver.

Must have required weight for engine run on hood in 2" tall letters

No exposed bars.

May cut hole in hood for air cleaner with max 4½" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.

After market bodies (AR Performance XYG, Five Star, Performance Bodies, etc.) allowed and must be approved by track.

CHASSIS & SUSPENSION

STEERING – Stock O.E.M. – quickeners ok.

Front spring spacers ok. No front screw jacks. Rear Springs – jack bolts ok. Springs must remain in stock position forward and aft, and left and right. Spring buckets or cans ok. Height of buckets 6" maximum in stock location. Springs may be changed. (racing, springs, different lengths).

A-Frames: may be tubular steel or modified. both must remain in stock position. Stock type replacement ball joints only; lower arms cannot be adjustable and must be stock length. Spindle savers ok. Rear trailing arms. May be reinforced and use monoball.

Front shocks must be Bilstein nonadjustable part #AK1043 only, no alterations.

Rear shocks must be Bilstein nonadjustable part #SSR1 only, no alterations.

Shock claim rule any front \$80.00 each, any rear \$125.00 each. You can claim up to 5 minutes after main event and money is given to tech man. Must be written down in protest area, you buy shock "as is".

Engine setback - #1 spark plug even with center of top ball joint.

Framework may be reinforced. . . All suspension points must be in stock location. (rear shock mounting points may be relocated).

Front and rear wrecker pick-ups are MANDATORY.

ENGINE #1

Engine does not have to be the same make as the frame.

Cubic inch – Chevy 365 max cubic inch–NO TOLERANCE. Ford 365 max cubic inch–NO TOLERANCE. Chrysler 374 max cubic inch-NO TOLERANCE. No Vacuum pumps, may vent to header.

Block-Cast iron O.E.M., maximum over bore .060 (.005 tolerance

for wear) No aftermarket or Bow Tie. Studs and strapping caps are ok. Steel caps are ok.

Crankshaft – stock stroke for engine size, cast iron or steel. May balance, NO KNIFE EDGING; 50 lbs. minimum weight for steel cranks, 48 lbs. minimum weight for cast iron. No polishing or lightening. May cross drill oil holes, chamfer oil holes, large radius allowed on bearing journals.

Rods – any steel rod; may be reworked, can float pins.

Pistons – any flat top.

Intake - any as cast aluminum intake

Heads – cast iron O.E.M. straight plug only, double hump okay. No Bow Tie, Vortec, may have comp. Valve job, with bowl cut. Bowl cut must be concentric and in line with valve guide. VALVES-Steel, no Titanium Chevy-intake=1.949 exhaust=1.509 all other stock from make. Screw in studs, poly-locks, guide plates, stud girdles-okay. Any steel retainer and valve springs (1.285 max diameter valve spring). May run double valve springs. Roller rocker arms okay. NO Shaft Rockers. Aftermarket alt heads gm World Products #824194 ...ford World Products #824-53-030, competition valve job with bowl cut OK.

Camshafts - .500 max. lift checked a valve. Hydraulic will be checked with solid lifter and .000 lash. Solid will be checked with .025 lash period. LIFTERS-any flat tappet stock diameter for engine run, may plug or install vent pipes or screens in lifter

galley. May run Lifter valley pan.

Flat tappet cams only. GM to GM, Ford to Ford.

Oil Pan – ANY wet sump

Exhaust System – Any standard 4 into 1 collector. Any length pipe, must stay same diameter. No coatings allowed. No tri-y's, NO "X" or merge type pipes allowed.

Balancer – ANY

Carburetor – May run stock, may remove choke flap. Chevy-Quadra-Jet-Ford-Motorcraft (single line only) or 650 Holley #4777. May remove choke flap only, may drill holes through butterfly no other modifications allowed (may change jets, power valve). No four corners idle screws. 1" max thickness open-spacer.

Timing Chain, gear set or wet belt cam timing – ok. NO dry belts.

ENGINE #2

GM crate motor only: part #88958604.

Carburetor – Any 750 CFM carb or smaller. Maximum 1 11/16 (1.6875) base plate. No expectations. (Measured with go-no go) Billet base plates may be used. (.780 maximum) 1" carb spacer (0 tolerance); Spacer may not protrude into carburetor or intake at any point; one gasket per surface, 0.070 maximum. No fuel injection, nitrous oxide, or other type system allowed.

May run MSD Type 6 box with 1 rev limiter plug/chip. 604 may run HEI distributor.

CRATE ENGINE REBUILD SPECIFICATIONS – Engine #2 option

Due to unavailability of GM Sealing bolts these engines (in the above divisions only) are subject to a normal two item protest.

Engine must remain the same as supplied from GM; to GM specifications.

Engine rebuild must use ALL Genuine GM Crate Engine parts only except for main, rod and cam bearings. Aftermarket stock type production bearings may be used; no "H" or coated bearings; production type only. NO high performance or "race" bearings.

No grinding or polishing of any parts. You may deburr any sharp edges on block or cylinder head chambers.

May hone block only. NO overbore.

Deck height: MINIMUM .020 NO TOLERANCE.

SEE FACTORY VALVE ANGLE CHART and DIAGRAMS (Appendix A")

Due to design or production changes made by GM, parts may be held until clarifications with GM can be made.

FUEL SYSTEM

Fuel: Track Fuel Only – VP 110 Racing Fuel

Fuel Pump-stock type, mechanical only.

IGNITION

Stock appearing distributor with stock appearing module.

Any plug and plug wires.

Coil – ANY – No amplified ignitions allowed.

Brass Distributor gear okay.

DRIVE LINE

Clutch single disc, stock type clutch only.

Pressure plate-stock type, steel only.

Flywheel-steel only, 14 lbs. minimum weight.

Scatter shield or 3/16" plate around flywheel area – MANDATORY.

Transmission – Stock type – Must be same make as engine. Must have been a production transmission for auto manufacturer. Must have working reverse. May have any modifications. May remove gears, may have straight cut gear teeth. Automatic must have stock OEM working converter. NO power glides. NO Jerico.

Drive shaft-steel only; 1 ½ " minimum diameter.

Rear end-stock type or may run 9" Ford. Must run stock mounting points with no adjustability only; any ratio okay. May be locked. Floaters ok. NO WIDE FIVES. Any axle or any gear.

BRAKES

Stock type-4-wheel disc OK; no aftermarket, no aluminum; must have operational wheel braking system. NO WIDE FIVES.

Racing pedals OK. Adjusters OK.

TIRES & WHEELS

Hoosier M500 all the way around H500 is an optional tire or American Racer 27.5-8.0-15, 26.5-8.0-15, medium, or hard compounds.

8" maximum width steel wheels. Large wheel studs ok; bead locks ok – must be outward facing on all four wheels.

"NO GROOVING AND SIPING."

**ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE
HAND OR IT IS NOT LEGAL**

S.E.C.A. CRATE SPORTSMAN

WILL RUN BY SECA CRATE SPORTSMAN RULES

www.secaracing.com

MEMBERSHIP FEES: Must be paid to S.E.C.A.

YOU MUST BE A MEMBER TO RECEIVE WEEKLY POINTS. POINTS ARE NOT "RETROACTIVE." YOU WILL NOT RECEIVE POINTS UNTIL MEMBERSHIP HAS BEEN PAID IN FULL. If membership is paid "after" event, that event does not count towards points or the mandatory 15 required for season ending events/and or payouts. Points start the first race of each weekly track and will run through the final weekend in September.

RENEGADE

BODY

Stock appearing 1972 and up American factory cars of ½ ton 2WD trucks only 102" minimum wheel base. No Jeeps.

Rubber nosepiece okay for the type of car running. If no aftermarket nose is available, you may run alternate nose, if approved by track.

Must run complete enclosed cockpit. No open holes through firewall to driver's compartment allowed. must have front and rear firewall; doesn't have to be stock position.

Spoilers – Maximum blade length 6"; may run side spoilers 6" height by 12" long; may have one 4" spoiler inside car.

No exposed bars.

NO cold air boxes of any kind; Aftermarket bodies (AR Performance XYG, Five Star, Performance Bodies, etc.) allowed and must be approved by track.

May cut hole in hood for air cleaner with max 4 ½" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner.

CHASSIS & SUSPENSION

STEERING: Stock O.E.M. – quickeners OK.

Front suspension components must remain stock or stock type for type of chassis running unless otherwise stated. This includes drag links, tie rods, rotors, spindles, etc.

Front springs spacers OK. No front screw jacks. (Rear springs can be adjustable.) Springs must remain in stock position forward and aft, and left and right.

Spring buckets or cans OK. Height of bucket 6" maximum in stock location. SCREW JACKS ON REAR OK. Camaro rear springs may add AFCO springs sliders part #200036, 2.5" wide and 6" long.

Springs may be changed, racing springs, different lengths OK. No stack springs, no bump stops, no chains on suspension.

A-Frames, Upper may be tubular steel or modified O.E.M. Lower control arm must be in O.E.M. for frame used, both must remain unaltered in stock position. Stock type replacement ball joints only. Must be O.E.M. rear trailing arms. No mono balls. May run rubber, steel or plastic bushings. Spindle Savers ok.

Front shocks must be Bilstein nonadjustable part #AK1043 only, no alterations.

Rear shocks must be Bilstein nonadjustable part #SSR1 only, no alterations.

Shock claim rule any front \$80.00 each, any rear \$125.00 each. You can claim up to 5 minutes after main event and money is given to tech man. Must be written down in protest area, you buy shock "as is".

Engine setback - #1 spark plug even with center of top ball joint.

Framework may be reinforced. Uni-body cars (frames) must have stock floor plan and must be in stock location. Tubing may run from front-most rear spring mounting points (at intersection of frame and rear portion of the uni-body) to the first turn-up of the front frame rails only. Mounting points for front frame rails must remain bolted in position. Frame may be X braced. Rusted out portions of floor pan may be patched. All suspension points must be in stock location (shock mounting points may be reinforced).

Front and rear wrecker pick-ups are MANDATORY.

Can run Power Steering with Remote Reservoir.

ENGINE

Engine must be same make as car. Engine must be STRICTLY STOCK. No factory high performance allowed.

Cubic inch – Chevy-350 C.I.; Ford-351 C.I.; Chrysler-360 C.I.

Block-stock cast iron OEM, may overbore .060 MAXIMUM - .005 Tolerance. May deck block to .000 deck only NO TOLERANCE.

Crankshaft – Factory stock for engine running OK. Minimum weight: Steel 50 lbs. Cast 47 lbs. May run Eagle part # ESP 103503480 (2pc Seal), ESP 103523480 (1 pc Seal) or Scat #4-350-3480. NO CUTTING ALLOWED.

Rods – factory stock for engine running OK. NO WORK ALLOWED OF ANY KIND. May run any rod bolt. May run eagle rod part # ESP 5700 BPLW or Scat part # SCA-25700P. May float rod.

Pistons – May use any flat top or dish stock replacement piston, forged or Hypereutectic. Flat top piston must have 4 valve reliefs (factory). No custom machining allowed. Must use standard (wide) ring package 5/64", 5/64", 3/16". Factory applied coating on skirts ok. NO HIGH-PERFORMANCE PISTONS. NO LIGHTWEIGHT PISTONS.

Intake – Factory stock, cast iron, low rise only, valley pan ok. Must weigh 3100 lbs. after race with driver.

Option 2 – Edelbrock Part #5001. Must weigh 3200 lbs. after race with driver. Must remain stock out of box, no alterations. 1" open spacer allowed.

Heads – factory stock, cast iron OEM straight plug only, NO high performance or double hump allowed. Intake Valve 1.940. Exhaust Valve 1.500. Stock diameter single spring only. Beehive spring OK. NO BLEND WORK ALLOWED. NO less than 70 CC. Competition valve job OK, may not bore below the guide boss. Roller Rockers ok must run any 1.5 rocker arm 3/8" or 7/16" studs, no stud girdles, pedestal, or shaft mounts.

Any steel retainer. POLYLOCKS OK. May run screw in studs and guide plate.

Camshaft – Must be Flat Tappet Hydraulic lifter only. Any timing chain. May degree camshaft .425 max lift for Chevrolet; All other max .450 lift.

Oil Pan – Any wet sump.

Exhaust system – Any standard 4 into 1 collector. Any length pipe, must stay same diameter. No Coatings No tri-y's and No "X" or merge type pipes allowed.

Balancers-stock type. No fluid balancer.

Manual EVAC System allowed. NO electric fuel pumps.

FUEL SYSTEM

Fuel: Track Fuel Only – VP 110 Racing Fuel

Carburetor – May run OEM, stock 2 barrel or 4 barrel. NO MODIFICATIONS OF ANY KIND. May run Holley 650 #4777. No four corner idle screws. May remove choke flap only, may drill holes through butterfly. No other modifications allowed. (May change jets, power valve). May use the following adapters to stock intake: Mr. Gasket P/N 720-1932, Jeg's P/N 555-15440, Transcript P/N TRA 2034. May run one gasket on top and one gasket on bottom of adapter.

Fuel Pump – Stock type, mechanical only

IGNITION

Stock appearing distributor with stock appearing module, may lock advance and /or change springs.

May run brass distributor gear.

DRIVE LINE

Clutch – factory stock OEM style clutch, NO HIGH PERFORMANCE.

Pressure plate – factory stock OEM style, NO HIGH

PERFORMANCE.

Flywheel – factory stock may resurface, No lightening. 14lbs minimum weight. Scatter shield or 3/16' plate around flywheel area mandatory.

Transmission – factory stock automatic or straight drive with working reverse. No Richmond, No jerico, polished gears OK

Drive shaft – steel only. 1 ½" minimum diameter.

Rear end-stock type or may run 9" Ford. Must run stock mounting points with no adjustability only; any ratio OK. May be locked. Floaters OK. NO WIDE FIVES. Any axle or any gear.

BRAKES

Stock type – 4-wheel disc OK; no aftermarket, no aluminum. Must

have operational 4-wheel braking system. NO WIDE FIVES.

Racing pedals OK. Brake adjusters inside of car OK. No front drilled rotors.

TIRE & WHEELS

Hoosiers M500 all the way around. H500 is an optional tire or American Racer 27.5-8.0-15, 26.5-8.0-15, medium, or hard compounds.

8" maximum width steel wheels. Large wheel studs okay; bead locks OK – must be outward facing on all four wheels.

NO GROOVING AND SIPING.

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL

FOUR CYLINDERS

Will Run by Monster Mini Rules www.monstermsa.com.

Race Dates TBA

EXTREME 4 (FRONT WHEEL DRIVE)

SAFETY

Safety is the number one priority at Lancaster Motor Speedway; all cars and safety equipment are subject to safety inspection before being allowed to compete. All competitors must follow safety rules as stated in this rulebook.

No glass components of any kind will be allowed on the exterior of the car, including but not limited to side-view mirrors, headlights, tail lights, brake lights, windows, windshield, etc. All glass must be removed from the exterior of the car before car will be cleared or competition.

All competitors participating in the Extreme 4 (Front Wheel Drive) class can only participate in these divisions on any race night. Extreme 4 drivers and Pure Stock drivers are allowed to race in these two classes only on the same night.

Cars will remain stock in every aspect unless otherwise stated in the following rules:

1980 or newer front wheel drive, 4-cylinder passenger cars and station wagons only. No all-wheel drive or all wheel steering allowed. No vans or pick-up trucks.

Body must maintain original dimensions, standard as from the manufacturer. Original body material may be

patched/replaced with sheet metal as long as original body lines remain.

Floor pan, trunk pan, front and inner wheel wells must remain stock and in stock location.

Interior trim must be removed (carpet, headliner, side panels, etc.) Any material which is flammable must be removed. No decking allowed.

Hood must be held shut with at least 2 hood pins. Must add at least 3 crash bars in front of driver. All glass must be removed from car.

Fabricated dash board OK.

Rear seat and passenger seat must be removed and a minimum 20 gage sheet metal cover to form a rear firewall installed to seal rear area of inside of car from truck area.

Doors must remain in stock location.

Doors must be welded shut in an approved manner.

Doors may only have metal removed to allow for clearance around the roll cage door bars. NO OTHER REMOVING OF METAL PERMITTED!).

Fenders and quarter panels MAY NOT be trimmed for tire clearance

The inner fenders/wheel wells must remain in stock and unaltered.

Must have at least one hoop bar with 3 door bars on driver's door. Must have seamless steel tubing 4-point roll cage with "X" – braced hoop behind driver and a minimum of 3 door with vertical bracing from top to bottom. Where bars connect to frame must be minimum ¼" steel plate welded to frame in a secure and safe manner. Two straight bars with no additional bracing may run from hoop bar to rear of car to form 6-point roll cage; these bars may not go through rear firewall. No bracing allowed anywhere outside of driver's compartment. 1 ¼" bar to the radiator allowed for safety issue only. Radiator must remain in stock location.

Aftermarket wing/spoiler OK on rear of car.

Sun-roofs, open roof tops, must be covered with steel. No openings are allowed to remain exposed.

ENGINE

Engine must remain in stock position.

Stock 4-cylinder engine only (2.2 max). Engine must remain stock as delivered by the factory. May overbore .060 max.

NO Cosworth or rotary engines allowed. No quad-four engines allowed. NO turbo-charged or supercharged engines allowed.

All engines must be used in the model of the car for which they were manufactured.

No factory or after-market high performance components will be allowed in the engine or drive train.

Stock carburetor or fuel injection system for the make and model of the car being competed.

Stock production air filter element required. NO high performance will be allowed (K&N OK) No cold air system allowed. Cone type must be bolted to intake.

Only water allowed in radiator and cooling system. NO anti-freeze allowed.

May remove pipe and mufflers. Exhaust manifold must remain stock with pipes extending beyond driver's seat, parallel to the ground.

Weight – vtec dualcam 2400lbs,

all other dual cams 2200lbs,

all others 2100lbs.

SUSPENSION & BRAKES

Only stock suspension parts allowed. NO cutting or lightening of suspension parts allowed. Springs MAY NOT be heated or shortened to lower car.

NO adjustable strut bushing or altering of stock location on shocks and struts.

Functional four-wheel OEM braking system must remain stock with no bias adjusters for shut offs allowed.

WHEELS & TIRES

All wheels on car must be the same size and offset. 7" racing wheels OK. Right side bead locks ok.

Tires must have DOT stamp for highway use. No performance, trick, gumball, fancy or exotic tires of any kind allowed. No less than 300 tread-wears allowed.

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

FUEL SYSTEM

If stock fuel tank is ahead of rear axle, then it may be used, or it can be removed and replaced with a fuel cell. If stock fuel tank is behind rear axle, then it must be removed and replaced with a maximum 8-gallon fuel cell, enclosed in a steel can, mounted securely and centered in trunk. In either case, there must be a metal firewall between the fuel cell/tank and driver's

compartment. If car uses electric fuel pump, then it must be wired to shut off when car is not running.

NO nitrous systems of any kind are allowed, for reasons of safety.

SEATS AND SAFETY BELTS

Passenger seat and rear seat must be removed, MANDATORY

Aluminum racing seat mandatory. MUST run 5-point seat belts.

MANDATORY.

ANYTHING TO PROMOTE SAFETY MAY BE ADDED WITH APPROVAL FROM TECH. \$25.00 Visual protest in

"Extreme 4" which must be filed 30 minutes before Main Event.

BUY RULES

Motor can be claimed for \$1,000. Only top 5 drivers on lead lap can claim. If more than one driver claims, the driver finishing the farthest back gets 1st choice. Refusal of Sell will result in loss of points and winnings for that race event and will start in the rear of the next main event that they participate in for car owner and driver. Second Refusal loss of winnings and points and start in rear for next two races, Third Refusal consequences will be at the discretion of the Track management.

\$150.00 buy rule on computer – 1st through 5th positions only. Drivers finishing farthest back get first choice.

Protest: (Head, Intake, Bore & Stroke, overhead cam considered part of head) \$300.00 with track retaining \$100.00 only top 5 can protest

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL!

VINTAGE

(Drivers must be at least 15 years old to race in vintage class)

BODY

Stock appearing American factory cars or ½ ton 2wd trucks only no minimum wheelbase. Body year must be 1972 or older.

No rubber noses.

Must run complete enclosed cockpit. No open holes through firewall to driver's compartment allowed. Must have full front & rear firewall. Does not have to be in stock position.

Spoilers: May only run 6" spoiler on the rear trunk lid.

Weight: 3,000 lbs. Engine 1, 365 ci and under, 604 included.

Weight: 3,200 lbs. Engine 2, 366 ci and over. After race with driver. Must claim on car. Aluminum heads add 50lbs.

No exposed bars or bolts or jagged metal on the outside of car.

No after-market bodies.

ALL bodies must have original body lines.

Bumpers must be stock appearing. No tubular bumpers allowed; additional bumper bars subject to approval.

CHASSIS & SUSPENSION

STEERING – Quickeners O.K. Rack and pinion OK.

Front spring spacers O.K. Front screw jacks OK. Rear Springs – jack bolts O.K.

Springs may be changed.

A-Frames: uppers and lowers all allowed.

Shocks: any steel body stock appearing rear shocks can be moved; heim joints on shocks ok; no coil over or coil over eliminators allowed on the front; rear eliminators okay.

Engine setback - #1 spark plug maximum 1 ½ " behind top ball joint.

Framework may be reinforced. Frame may be x braced.

Front and rear wrecker pick-ups are MANDATORY.

Chassis must be track approved. No round bar chassis.

Roll cages must be track approved. Driver's doors must be plated.

Stock four links allowed, No aftermarket four link allowed.

ENGINE

Cubic inch – See weight rules

NO vacuum pumps, may vent header.

Block – cast iron O.E.M. Studs and strapping caps is O.K. Steel caps O.K. No dry sumps allowed. No bowtie blocks

Crankshaft – ANY

Rods - ANY

Pistons – ANY

Intake – ANY

Heads – Any cast iron or steel.

Camshaft - Any

Lifters – ANY

Oil pan – ANY. No dry sump motors allowed.

Exhaust System – ANY.

Balancer – ANY.

Carburetor - ANY

FUEL SYSTEM

No power adder or nitrous of any kind

NO Turbos.

NO Blowers.

Fuel – any or pump gas. No alcohol fuel allowed.

Fuel pump – stock type, mechanical only

IGNITION

Any MSD O.K.

Any plug and plug wires

Coil – any.

Amplifier ignitions allowed.

Brass distributor gear OK

DRIVE-LINE

Clutch: Must run working clutch. NO direct drives or cheater buttons.

Pressure plate – any.

Flywheel – any.

Scatter shield or 3/16" plate around flywheel area – MANDATORY.

Transmission – Stock type with working reverse. Automatics must have stock OEM working converter.

Drive shaft – steel only. 1 ½" minimum diameter.

Rear End – any.

Must have 2 drive shaft loops.

BRAKES

Stock type: 4-wheel disc O.K. Aluminum O.K. Must have operational 4- wheel braking system.

Racing pedals O.K. Adjusters O.K.

TIRES AND WHEELS - ANY

Must use race receivers.

NO exposed bars or bolts or jagged metal on the outside of the car.

Protest - \$250 - the track keeps \$50, bore, stroke plus one other item only.

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE HAND OR IT IS NOT LEGAL.

PURE STOCK

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

1. No nitrous or traction control.
2. May run engine fan. No electric.
3. May run air breather. Aftermarket OK, cannot port through hood. No air box.

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

14. Stock brakes only

15. 3300 lbs after race min.

BODY: Visual Protest only.

1. 1964 or newer American made car.

2. Complete stock body must be retained.

3. May use steel 2" below factory crease for quarter panels but must look stock and I do mean stock.

4. May use steel for doors but must look stock and I do mean stock.

5. May run rubber nose (top part only.)

6. No cutting, channeling, chopping, or shortening.

7. Hood hinges may be removed. May use hood pins to hold hood down.

8. All chrome, plastic, and glass must be removed.

9. Steering column may be changed and may use quick release steering wheel.

10. All firewall holes must be covered.

11. Must have stock firewall in original location.

12. May replace dash with sheet metal

WHEEL BASE/FRAME

1. Stock only. 101" wheelbase minimum.

ENGINE BOTTOM END

1. Engine must be strictly stock for that make and model and in original mounts.

2. Repaired engine parts must be approved.

3. No high-performance engines or special-order parts.

4. .060" overbore max.

5. Stock blocks only.

6. Must be stock replacement low compression piston. Speed Pro H423NCPO.K.

7. No flat top 4 eyebrow piston. Must be dished.

8. Pistons must be at least .009" in the block

9. No bottoming of lifters

10. Stock crankshaft.

11. No knife edging, lightening, etc.

12. Cast crank must weigh 48 pounds.

13. No stroking or de-stroking.
14. No balancing other than factory. Tech man discretion.
15. Journals may be turned no more than .060".
16. Rod width may not be less than .940".
17. Stock timing chain.

HEADS:

1. Heads open chamber 72 cc's.
2. No angle milling.
3. Stock size of valve for make and model.
4. Valve springs can be Z-28 springs. (125lb on seat,290lb open Max)
5. Shims can be used under valve springs with a limit of .060" per spring.
6. May use offset locks but not with shims. Must be either or, not both.
7. Rocker arms must be stock.
8. No porting or polishing.
9. Steel valves only.

10. Stock stem diameter.
11. Can't run 993 or 441 heads.
12. No cutting under 45, no competition valve job, 3 angle valve job OK. 30,45,60.

INTAKE

1. Stock cast iron.
2. No Holley pattern factory intakes.
3. Aluminum intakes on factory original cars must remain unpainted
4. Can block off exhaust gas crossover

CARBURETOR:

1. Must be a stock 2 or 4 barrel Quadrajet.
2. Stock HOLLEY 4412 C, S, or CT 500 2 bbl. Use 1" adapter 2 to 4
3. No modifications except for choke flap removal.
- 4.No removal of choke horn.

CAM

1. Chevy .390"-.410" lift. 112 centerline with 2 degree's variants. Other makes and models will refer to factory specs.
2. Must be stock lift for model with at least 18" of vacuum at 1000 rpm.
3. Cam will be checked for duration of stock model. Cam will be removed from the engine for this protest.
4. Hydraulic cam and stock lifters only. No roller.

TRANSMISSION

1. Automatic transmission
2. No power glides.
3. Torque converter must be stock or stock replacement. 12" minimum diameter.
4. May have a cooler mounted in drivers' compartment.
5. May run an aftermarket shifter.
6. Straight drive stock
7. Clutch assembly with flywheel 32lbs minimum, (pressure plate, clutch disc incl)

DRIVESHAFT

1. Must be stock for model of car.
2. No carbon fiber.

IGNITION

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

REAREND

1. Must be stock for make and model.
2. No gear lower than 3.73 ratio.
3. May weld spider gears.
4. Factory positraction rear O.K.
5. Shocks must be in stock location.
6. No lightening of any parts.
7. All components must be made of steel.

SUSPENSION

1. Stock only.

PROTEST:

- 1 - Protest bottom - \$500.
- 2 - Protest any 3 items - \$300.
- 3 - Cam protest - \$300 - Track keeps \$100.
- 4 - Acceptance fee - \$100.
- 5 - Track keeps \$100.
- 6 - **Tech man has final say.**

**ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFORE
HAND OR IT IS NOT LEGAL!**

THUNDER BOMBER

GENERAL - Tech man has right to check this every week.

1 - No nitrous or traction control.

2 - After 3 times of refusing to tear down - you will be disqualified from competing in this division the remainder of the year.

3 - Cars must be neat in appearance.

4 - Cars must weigh 3300 pounds with driver after race.

5 - 8" wheels max .25" tolerance - 14 or 15" - Must be same size all the way around.

6 - No dot racing tires.

7 - Any 70, 75, or 78 series street legal dot tires series radials
- No directional or competition tires.

8 - 8" towel city racing recap OK but must punch 55.

9 - May run beadlocks but must face outside.

10 - May run offset rims and wheel spacers.

11 - Stock brakes and master cylinders.

12 - OEM brake calipers only - No aluminum.

13 - Duel master cylinder OK - Adjusters OK.

14 - Headers are legal but must exit parallel to ground.

15 - RULE CLARIFICATION ON EXHAUST - NO TRI-Y HEADERS, NO H-PIPES, AND NO X-PIPES.

16 - Aluminum radiator with made brackets OK.

17 - Fuel cell must be mounted inside of trunk with firewall between driver and fuel cell.

18 - Seat must be securely fastened to frame and or roll cage.

19 - Cars must have number on sides and top and able to be read by score tower.

20 - Stock unless otherwise stated.

BODY - Visual protest only.

1 - No Late Model noses or fender flares.

2 - Stock unless otherwise stated.

3 - 1968 or newer American made car.

4 - No station wagons, trucks, jeeps, convertibles, mustangs, or pony cars.

5 - Rear of car must be closed - No holes or flaps.

6 - Must have a deck lid.

7 - May make front fenders and rear fenders.

8 - No side spoilers.

9 - Spoiler may not exceed 60" wide by 6" tall and no spill plates.

10 - Cannot exceed 48" from ground to the top of the rear spoiler.

11 - May run any replacement roof - Must be 48" X 50" - Don't do anything crazy.

12 - Aluminum door and fenders OK.

13 - 13" minimum door and rear glass opening.

14 - Interior can be boxed in.

15 - Front and rear bumpers - Rubber nose OK - Stock appearing - No cow scoop.

16 - Breather must be boxed in on all 4 corners and cannot exceed 2".

17 - May pull air from inside car but no forced air no forced air.

18 - Front inside wheel wells can be cut or removed for clearance but not excessive.

19 - All firewall holes must be covered.

20 - Must have stock firewall in original location.

21 - May replace dash with sheet metal - Interior metal cannot be higher than dash.

22 - Gutting hood and trunk OK.

23 - Bumper cannot exceed past the inside of the rear tire or must run a bumper cover.

24 - May use Lexan in rear side windows.

WHEEL BASE / FRAME

1 - Frame must match make and model of car - 1" tolerance +/- allowed.

2 - No shortening of frame - Must be stock - No x-ing or cutting of frame.

3 - Length between spring eyes must be stock.

4 - Wheel base for make and model.

5 - Engine must be in stock location.

6 - Radiator must be in stock location.

ENGINE - BOTTOM END

- 1 - Any oem stock size engine - Max size 363 - 060 over bore max.
- 2 - Engine must be in original location - Aftermarket mounts OK.
- 3 - Repaired engine parts must be approved.
- 4 - ARP Rod bolts ok but must remain stock size - 3/8.
- 5 - 1-piece rear seal block OK.
- 6 - No high-performance engines or special-order parts.
- 7 - .060 over bore max.
- 8 - Stock blocks only.
- 9 - Must be stock replacement low compression piston.
- 10 - No flat top 4 eyebrow piston - Must be dished.
- 11 - Speedpro H423 NCP replacement piston OK.
- 12 - Pistons must be at least .009" in block.
- 13 - No bottoming of lifters.
- 14 - Stock crankshaft.
- 15 - No knife edging or lightening, etc.

- 16 - Cast crank must weigh 48 lbs.
- 17 - No stroking or destroking.
- 18 - No balancing.
- 19 - Journals may be turned no more than .060".
- 20 - Rod width may not be less than .940
- 21 - Stock timing chain gear set only no offset key ways.
- 22 - Balancer 6 3/4 by 1" no machining.
- 23 - Engine must be in original location but may run aftermarket mounts.
- 24 - May run racing pulleys - No serpentine pulleys.
- 25 - Aluminum water pump allowed.
- 26 - No serpentine pulleys - v belt racing pulleys OK.
- 27 - Aftermarket fuel pump OK.
- 28 - After market power steering OK.
- 29 - 2-piece timing covers OK.

HEADS

- 1 - Any open chamber head ok but must meet the following criteria.
- 2 - May run stock replacement screw in studs or pin them.
- 3 - May run aftermarket valve cover.
- 4 - Heads cannot be less than 72 cc.
- 5 - No angle milling.
- 6 - Stock size of valve for make and model.
- 7 - Valve springs can be z28 springs.
- 8 - No cutting under 45 - No competition valve job - No 3-angle valve job.
- 9 - Shims can be used under valve springs with a limit of .60 per string.
- 10 - May use off set locks but not with shims.
- 11 - Rocker arms must be stock.
- 12 - No porting or polishing.
- 13 - Steel valves only.
- 14 - Stock stem diameter.

INTAKES

- 1 - Stock cast iron.
- 2 - No Holley pattern factory intakes.
- 3 - No aluminum intakes.

CARBURETOR

- 1 - Stock 2 or 4 barrel only.
- 2 - No modifications except choke flap removal.
- 3 - No removal of choke horn.
- 4 - 600 Holley part # 1850 OK - Must be box stock with m/gasket adaptor part #1932.
- 5 - May use (2) .070 gaskets max.

CAM

- 1 - Stock timing chain only.
- 2 - Or Cloyes C-3023X adjustable timing chain OK
- 3 - .390 - .410 lift.
- 4 - 112 lobe separation +/- 1 degree.
- 5 - Advancing or retarding the cam in car with adjustable

timing OK.

6 - Cloyes C-3023X only - No cam buttons.

7 - Stock cam or stock replacement cam only.

8 - Duration for intake + 2 degrees / -10 degrees.

9 - .006 - 256 degrees.

10 - .050 - 195 degrees.

11 - .200 - 95 degrees.

12 - Duration for exhaust + 2 degrees / - 10 degrees.

13 - .006 - 261 degrees.

14 - .050 - 202 degrees.

15 - .200 - 106 degrees.

16 - Must have 18" vacuum at 1000 rpm.

17 - Hydraulic cam and lifters only.

18 - Cams CS-274 Sealed Power and CCS-2 Melling and Comp Cam 12-105-3 are a stock produced cam and will be looked at with a little more variance. All custom ground cams will be required to meet the above specifications.

FLYWHEEL AND CLUTCH ASSEMBLY

- 1 - Stock steel flywheel - 14 lbs. minimum.
- 2 - Stock type clutch and pressure plate - Minimum 10.5".
- 3 - May use hydraulic clutch.

TRANSMISSIONS

- 1 - Must be stock with all working forward and reverse gears.
- 2 - Automatic transmission torque converter stock type and 11" minimum.
- 3 - May run transmission cooler.
- 4 - Aftermarket throw out bearing OK.
- 5 - Automatic transmissions OK.
- 6 - No lightening of gears.
- 7 - 3 speed straight drive cast iron transmission with all working gears.
- 8 - Straight drive transmission cars must have blow proof bell housing or scatter shield of 1/8 steel.
- 9 - May use hydraulic clutch.

DRIVE SHAFT

- 1 - Must be stock for model of car or may run 2" driveshaft.
- 2 - No carbon fiber.
- 3 - A "U" or square type safety loop on front of drive shaft assembly is required.

IGNITION

- 1 - Stock type ignition.
- 2 - Stock type distributor only.
- 3 - No high-performance distributors or high-performance parts.
- 4 - No altering firing order.
- 5 - No msd's with boxes.

REAR ENDS

- 1 - GM 10 or 12 bolt rear-end.
- 2 - 9" ford or floater OK.
- 3 - Shocks have to be in stock location - May move for travel only - No angle change.
- 4 - May run aftermarket axels.

5 - Any gear ratio allowed.

6 - Locked or limited slip rear ends allowed.

7 - Full spools OK.

8 - no gun drilled axels.

9 - No gun drilled rotors or scalloped rotors.

10 - No lightening of any parts.

11 - All components must be made of steel.

12 - Disc brakes ok - Doesn't have to match model of car.

13 - Can cut top of trailing arms for pinion angle.

SUSPENSION

1 - Suspension must be stock.

2 - May run racing springs with adjustable buckets.

3 - Top a-frame can be cut or move top mounting perch.

4 - no adjustable blocks - 4" of lowering blocks max.

5 - Tube type a-arm on top only OK - Nonadjustable - Screw in ball joints on top OK.

6 - Can use heavy duty oem steering and suspension parts.

7 - Leaf or coil springs can be changed to stronger leaf or coil of the same type.

8 - Cutting of coil spring allowed - Rear shims on coils are OK.

9 - Adjustable or nonadjustable spring buckets OK.

10 - Shocks must be in stock location in front.

11 - Adjustable buckets in rear OK.

12 - All hook up points on chassis must be in stock location.

13 - Rear shock location must be stock on top and can be moved on bottom for travel length only.

14 - Cannot change angle of rear shock.

15 - Top trailing arm may be cut for pinion angle only.

16 - Leaf spring cars may adjust perches for pinion angle.

17 - May adjust rear shackles.

18 - Aftermarket bushing in a-frames and trailing arms ok but may not swivel.

19 - No heim joints on any shocks.

20 - May run any stock body racing shock.

PROTEST AND CLAIM RULE

- 1 - Protest bottom - \$500.
- 2 - Protest any 3 items - \$300.
- 3 - Cam protest - \$300 - Track keeps \$100.
- 4 - Acceptance fee - \$100.
- 5 - Track keeps \$100.
- 6 - **Tech man has final say.**

**ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED
BEFORE HAND OR IT IS NOT LEGAL!**

