

2021 LANCASTER MOTOR SPEEDWAY RULES

These rules are issued to govern the conduct of racing events at Lancaster Motor Speedway for the 2021 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.

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LANCASTER MOTOR SPEEDWAY (2021) OVERVIEW

2021 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 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 promoter or race director after the race and ONLY in an orderly fashion.

Drivers and crew members will conduct themselves in a calm and sportsman like 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 2021 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 2021 season will be counted as point races, unless otherwise stated in the schedule.

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 front 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 inside pole car 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 sportsman like 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 AND PROMOTER HAS FINAL WORD!

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 – 5 Laps, Crate Sportsman, Renegade, Extreme 4,

Thunder Bomber and Pure Stock -5 Laps

MAIN EVENT

Renegade 12 laps, Crate Sportsman 12 laps, Extreme 4, Vintage, Thunder Bomber and Pure Stock – 10 lap Main

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.

Renegade, Crate Sportsman - \$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."

Extreme 4 – Protest: Any 2 items, \$300 track keeps \$100: Head (cam included), Bore & stroke, Intake, Suspension, Clutch & Flywheel.

\$350: Crankshaft & Rods, oil pan will be removed, crank & rods will be inspected.

*Track reserves the right to keep any part for clarification.

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: \$125.00 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.

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.

1. Full face helmet, complete fire suit with racing shoes-
MANDATORY.
2. Racing gloves are recommended but not mandatory.

3. Roll Cage - MANDATORY – Must have minimum of three (3) bars in driver's door. No aluminum or titanium cages permitted.
4. Window net – MANDATORY.
5. Fuel Cell MANDATORY (Must be mounted in Metal Can).
6. Seat Belts – Five (5) point system MANDATORY.
7. Windshield screen – MANDATORY
8. Fire Extinguishers – with gauge, mounted in a quick release harness in reach of drivers MANDATORY.
9. Scatter shield – MANDATORY.
10. Battery – must be mounted outside of driver compartment or in enclosed bolted down box.
11. Fuel Lines – Must be underneath car or in tubing.
- 12. 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

Lightning Late Model

BODY:

1. Weight -Built motor, 2350 lb, 604 crate 2250lb, 602 2100lb.
2. 602 Thunder Series and Mid East 602 Late Models cars can run their series rules and weigh 2250lbs.
3. Rear of car may be open.
4. 78 inches at the top of the doors max side to side (width).
Checked at firewall and behind driver's seat.
5. 72 inches max rear width measured at spoiler.
6. 78 inches max rear body width measured 12 inches below spoiler.
7. Maximum width of body measured at bottom of doors 86 inches. Measured in the center of doors.
8. 8" rear spoiler, 39" from ground to deck measured at middle of car.

CHASSIS AND SUSPENSION:

1. Engine setback, 6" maximum, measured #1 spark plug to top center ball joint.
2. 101" minimum wheelbase.
3. Rear bumper may not extend over $\frac{1}{2}$ width of rear tire on each side. Ends must be capped and should be angled to not be a puncture danger in the event of a wreck. May be curved inside rear quarter panels at 90 degree angle.
4. Front push bars allowed, may not exceed width of front chassis rail.
5. Suspension- OPEN- ANY TYPE
6. Front, rear wrecker pick up MANDATORY
7. No part of frame may be aluminum or titanium.
8. J bars only allowed
9. No hydraulic or remote adjustable 4 link bars allowed

SHOCKS:

Pro Shock WB74 or WB75 on front

Pro Shock WB94 or WB95 on rear

Pro Shock WB74 only for 5th

Shock claim rule is \$100 per shock

No bump stops or stack springs permitted

Only one shock with spring attached per wheel on the 4 corners, spring must be contacted with the shock, no phony shocks or sliders allowed.

Shocks will have factory applied tracking numbers applied

The shocks can be purchased at Fatbacks Race Parts, Heintz Performance Parts. and SRI Dirt and Drag in Denver, NC.

ENGINE #1

1. Cubic inch- 365 cubic inch max. NO TOLERANCE.

2. Block- ANY CAST IRON.

3. Crankshaft- 48 lbs. minimum

4. Rods- Any Steel

5. Pistons- Any Flat top only

6. Camshaft-open

7. Heads- Cast iron (230 runner maximum) or Chevy 604 aluminum heads. Port and Polish OK.

8. Valves-stainless steel only, no titanium

9. Lube Systems- wet sump only

10. Intake- ANY

11. Exhaust System- ANY

12. Engine protest will be accepted on block, crank, pistons, cubic inch, carb, and valves.

ENGINE #2:

LS Engine 5.3 "The Mighty Mouse"

The 5.3 engine comes from factory at 325 cubic inch. We are allowing .60 over bore. Maximum cubic inch is 335

1. Block: Cast iron 5.3 only
2. Heads: Factory GM casting numbers 706 and 862. Valve sizes intake 2.000. Exhaust valve 1.551 Maximum. Intake valve part numbers V3452 or V3466. Exhaust valve part number V4371. No porting or polishing of any kind to ports or combustion chamber. 58 cc minimum.
3. Rods: Must be factory stock rods only. Part numbers 143 or 3847. No lightning. You may balance new rod bolts, resize, and float the wrist pins. Stock length only.
4. Piston: Part number P5036 silvolite. You may zero deck the block, no tolerance.
5. Camshaft: Part number EL5.3LSX. This cam is a hydraulic roller lifer cam. Lifters Part number 2281. Must be stock hydraulic roller lifters only. The camshaft must be purchased from Concord Engines 704-273-2453 (Ask for Tony)
6. Crankshaft: Part number 216. This is a stock production crankshaft. No lightning or cutting. Balance ok.
7. Intake: Part number 300-132 Holly Intake. No porting or polishing of any kind.
8. MSD Ignition Box: Part number 6014

Fords and Chevy's can run a one stage pump, but cannot have a tank. Lines have to be short and close to motor. May have a remote filter in return line. If there is a tank mounted on your car, you will be DQ'ed! This is not a dry sump setup!

FUEL SYSTEM:

1. Fuel- racing gas only, No performance additives allowed.
2. Carburetor– Box stock Holley 4777C. Choke flap may be removed. Will be checked regularly and have a \$600 claim rule. Jet changes allowed. May drill holes in butterfly.
3. Fuel Pump- any mechanical, NO ELECTRIC.

IGNITION SYSTEM: Any, No traction control allowed.

DRIVE LINE:

1. Transmission- ANY, must have working reverse.
2. Drive shaft- ANY must have hangers
3. Rear End- ANY
4. Must have operational 4 wheel braking system. Proportioning and RF brake shut off valve permitted.

TIRES AND WHEELS:

American Racer PRO-2 ONLY

Tires must punch 48 or better when hot. Grooving and siping are not allowed. Tires must match the benchmark sample at the independent laboratory. No tire enhancers allowed. Steel or aluminum wheels only. No carbon fiber or titanium.

PROTEST RULES

CARBURATORS:

1. Protest \$150, \$50 to accept. Carb looked at by track and checked for any modifications.
2. If legal, carb owner gets \$150. Track keeps \$50.
3. If wrong, track gets \$50, you are disqualified and the protestor gets \$150.
4. Carb claim fee of \$600, \$50 to accept.
5. Carb checked by track. If legal, owner gets \$50 plus \$550 from protestor. Track keeps \$50.
6. If illegal, carb owner loses \$50 and disqualified. The protestor gets \$600.

TOP END PROTEST:

1. Included in a top end protest are the heads, valves, pistons, and cubic inch.

2. Protest fee \$400, \$100 to accept.

3. If legal, owner gets \$100 back and \$300 of the protest fee. Track keeps \$100.00.

4. If illegal, track keeps \$100, Protestor gets \$400 back.

BOTTOM END PROTEST:

1. Included in bottom end protest are the rods, pistons, crankshaft, and cubic inch.

2. Protest fee \$800, \$100 to accept.

3. If legal, \$100 returned plus \$700. The track keeps \$100.00.

If wrong, track keeps \$100. protesting driver gets \$800 back.

CRATE SPORTSMAN

BODY: The objective is to keep the cars looking similar and as close to stock as possible.

No exposed bars allowed. Body must sit on frame in OEM position. Aftermarket (track approved) dirt bodies allowed. (ARbodies OK)

WHEELBASE: - Stock wheelbase for chassis being ran. ANY CHASSIS WITH A WHEEL BASE SHORTER THAN 108" WILL NOT BE ALLOWED.- NO jeeps or station wagons.

NOSE: Rubber nose OK... Nose must match tailpiece. (If you have a Camaro nose, you must run a Camaro tail piece, Monte Carlo, Nova Charger etc.) No Exotic or late model style noses, or elephant ears allowed.

TAILPIECE: Must run FULL tailpiece on rear of car.

COCKPIT: Must run complete, enclosed cockpit. You must have a floor pan under driver. Front firewall location may be moved for engine clearance. (unibody cars, please see below)

SPOILER: Height (Maximum 6"). Side spoilers (6" x 12"). You may have one 4" spoiler inside car.

WEIGHT: Stock Chassis 3000 pounds, Johnson Chassis 3100 pounds

CHASSIS & SUSPENSION: 1. Front Suspension components must remain stock or stock type for type of chassis running, unless otherwise stated. This includes draglinks, tie rods, spindles etc.
FRONT SUSPENSION!

2. All Johnson Chassis cars or cars utilizing Johnson Chassis components must sit at least 7.5 inches above ground level at all

points (with the driver in the car).

3. Steering - stock type - Quickeners OK.

4. Front spring spacers OK. NO front screw jacks allowed. Only OEM rear trailing arms allowed. Rear spring- jack bolts OK. Rear spring buckets Ok. (Rear Jack Bolt Buckets can be NO taller than 6 inches)

5. Springs may be changed (stock location). Racing springs OK (No stack springs). 1 spring per wheel allowed.

6. A-Frames - Upper control arms may be tubular steel or modified OEM. Longer GM stock type Ball joints OK on upper only (No Screw in ball joints). Lower control arm must be OEM for frame used, must remain unaltered in stock position. Stock type replacement ball joints only. (NO long ball joint may be used on lower) (NO Screw-In ball joints Allowed). No mono-balls allowed. You must run rubber bushings only.

SHOCKS: 1. FRONT - Bilstein AK1043 ONLY (Front shock can only be raised 3" or lowered 2" and must use lower stock mounting points). REAR - Bilstein SSR1 ONLY (may move rear shocks). No bump stops allowed on ANY shocks. (Unibody cars will need to make brackets with a stud to allow SSR1 shocks to mount up)

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

3. Framework may be reinforced. Unibody cars (frames) must have stock floor pan 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 unibody) to the first turn-up of the front frame rail 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.)

4. UNIBODY cars must have stock floor pan & firewall (must be in stock location – no exceptions)

5. JOHNSON RACING X.Y.G Metric CHASSIS is the ONLY aftermarket chassis allowed (johnsonchassis.com)

6. Johnson SECA or Crate Racine USA X.Y.G TUBULAR FRAMES ALLOWED. ALL TUBULAR FRAMES WILL BE SERIAL NUMBERED.

7. ANY TUBULAR FRAME WITHOUT THE SECA OR CRATE RACINE SERIAL NUMBERS WILL BE CONSIDERED ILLEGAL. ANY Johnson FRAME OR REPAIRED CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

8. Stock Metric frames have the option to be repaired with SECA or Crate Racine USA tubular front and/or rear clip. Front and Rear Clips will also have SECA or Crate Racine USA serial numbers.

9. Stock Metric frames may run the following Johnson parts: Left Upper A Frame (JCI-09-02-003R), Right Upper A Frame (JCI-09-02-003L), Left Lower A Frame (JCI-09-02-01RC-L-SP), Right Lower A Frame (JCI-09-02-01RC-R-SP), Rear Upper Trailing Arm (JCI-09-03-04B), & Rear Lower Trailing Arm (JCI-09-03-03B).

ENGINE: GM crate motor only. Part #88958602 (350 stock circle track engine - 88958602) ALL ENGINES (Factory Sealed, SECA sealed, & Unsealed) MUST meet GM specifications! May rebuild

using GM parts as set forth by GM and must meet factory specs (GM changes to parts/ part numbers taken into consideration).

Any HEI distributor - Can be locked out. Vacuum optional. (May use any stock or any replacement cap, any rotor button) May run a MSD, DUI etc HEI module. (No Magnetos, Crank Trigger Systems, or Ignition Boxes)

CARBURETOR: - Box stock 650 Holley #4777. May remove choke flap only. You may drill holes through butterfly. (May change jets, power valve, plastic secondary squitter arm replacement OK) Any 1 or 2 inch Carb Spacer OK.

NO cold air boxes, (No metal or plastic allowed under the breather/and or carburetor). This includes any metal or plastic that may direct air), may cut hole in hood for air cleaner with max. 4 1/2" tall scoop or air deflector. Scoop may be no more than 4" wider than air cleaner. Spacer from Air Cleaner seal surface on Carburetor to base of Air Cleaner seal allowed, with max length of 4 inches.

EXHAUST SYSTEM: Schoenfeld #186 & #186CM ONLY (There are multiple #186 headers, these are the only two that measure as follows 1 3/4 Tube Diameter. 3 1/2 collector diameter x 8 collector length) No "X" or merge type pipes allowed. Maximum of 12" pipe ONLY (measured from end of collector), has to be the same diameter of collector. No additional pipe/tube/obstructions etc can be used to extend or create an extension of the exhaust or to create more back pressure. (ex. leaving a gap and mounting or hanging another pipe)

No electric radiator cooling fans. No mufflers allowed (unless track has mandatory requirements)

Aftermarket pulley system & belts OK. Any plugs and plug wires OK. No electric water pumps

FUEL SYSTEM: Track fuel ONLY. Fuel Pump (stock type, mechanical only). Fuel cell is mandatory.

DRIVELINE: Single disc, stock or stock equivalent clutch or replacement clutch only. Clutch must have solid lining only. You must have spring(s) in clutch.

Pressure plate must be stock or stock replacement only (steel only). Hydraulic throw out bearing ok. Pressure plate must weigh a minimum of 12 lbs. (This is to be weighed alone) If it is determined that you have modified, or altered the pressure plate, IT IS WRONG)

Flywheel- GM P/N 14088646 or aftermarket equivalent. 12.75" diameter. 14 lb. Min. weight.

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

TRANSMISSION: GM Saginaw or Muncie manual transmission 3 speed only. ALL working gears forward & reverse. All forward gears must be helical cut teeth. You may run 350 or 400 turbo automatic with OEM working torque converter. Flex plate must be GM #14088765 or GM #14088761. No power glides. (Transmission internal parts can NOT be polished, coated, or lightened.)

DRIVE SHAFT: Steel only (1 1/2" min. diameter)

REAR END: Stock factory or 9" Ford. Any ratio OK. Posi-traction or

locked OK. Floater OK. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" max - 3 1/2" min from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE REMOVED) Gun drilled axles OK, Any gear OK. Polished & lightened ok. No titanium.

REAR TRAILING ARMS: Lower (OEM rear trailing arms only - must remain stock), Upper (May change length or relocate bolt hole for pinion angle), Left & Right Lower & Upper Trailing Arms must be same length.

BRAKES: Stock type (4 wheel disc OK). No aftermarket or aluminum and they must have operational 4 wheel braking system. (No functional/non-functional brake cutoff allowed). NO Scalloped Rotors. Drilled Rotors, Racing Pedals, Adjusters, & Dual master Cylinders are OK.

TIRES & WHEELS: 8" steel wheels, **ANY 8"** med or hard compound **OK**. Large wheel studs and Bead locks OK.

CLAIM ITEMS (main event only): Drivers finishing inside Top 5 can claim from another driver in Top 5 Front Shock (\$80) – Rear Shock (\$125) – Transmission (\$300) – Carburetor (\$600) – Distributor (\$200)

Claim cost may change due to price changes from manufacturer. Any parts being claimed will be inspected as follows: Carburetor (Check Part # Only), Transmission (Checked for 3 Working Forward Gears & Reverse), Shocks (Visual Inspection for Part # Only), and Distributor (pulled out and handed over, there is no inspection, claim is sold as is and includes distributor, cap, rotor, and module. If claimed is refused or part is visually wrong based on above,

driver (illegal parts or claim refusal) is disqualified with no event points or winnings.

PROTEST: Items not covered below are considered track protest items and therefore track protest rules apply.

(2 Items) \$300.00 with track retaining \$100.00

Cam Protest: \$300

Bottom end only protest: \$600. Option 1: Weigh crank/check journals, visual rod and piston from the bottom. Crank weighed with gear and pilot. Option 2: Remove rod and piston from engine and visual crank/check journals in place. • Under hood visual protest: \$50.00 fee to look at carburetor and exhaust.
(After heats only)

Clutch Assembly Protest includes clutch disk, pressure plate & flywheel (\$200 - Track retains \$100). Tire Protest Fee (\$125 & \$125 acceptance fee). Fuel Protest Fee: (\$50.00).

RENEGADE

BODY

1. American factory cars or ½ ton 2WD trucks only 102" minimum wheelbase. No jeeps. No clip cars or johnson chassis.

2. Any Late Model Stock style nose piece, No MD3 or MD late model series or style allowed.
3. Minimum roof size 48" X 48", 72" MAX body width.
4. Sail panel 42" max, 4" minimum gap between sail panel and spoiler side, Back of car may be open
5. Spoiler Height 50" MAX off the ground.
6. Spoiler –MAX 8"; may run side spoilers 8" height, max 18 ½ length where it attaches to car; (Just like Late Model spoiler)
7. NO cold air boxes of any kind; Aftermarket bodies (AR Performance XYG, Five Star, Performance Bodies, etc.) allowed and must be approved by track.
8. 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.

1. 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.

2. Adjustable 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.

3. A-Frames, Upper may be tubular steel or modified O.E.M. Lower control arm must be O.E.M. for frame used, both must remain unaltered in stock position. Stock type replacement ball joints only, screw in type ok. Rear trailing arms OEM or aftermarket ok, cannot be adjustable arms. Rear lower arms must be stock length, No mono balls. May run rubber, steel or plastic bushings. Spindle Savers ok.
4. Front shocks must be Bilstein nonadjustable part #AK1043 only, no alterations.
5. Rear shocks must be Bilstein nonadjustable part #SSR1 only, no alterations.
6. 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".
7. Engine setback - #1 spark plug even with center of top ball joint.

8. 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 frames rail 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).
9. Front and rear wrecker pick-ups are MANDATORY.
10. 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. Aftermarket OK, NO Knife edging or undercut counter weights, 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. Floating pin OK.

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. Any 1" spacer or adapter.

Option 2 – Edelbrock Part #5001, 2101, 7101. Must weigh 3200 lbs. after race with driver. Must remain stock out of box, no alterations.

HEADS- Dart head part # 10024361, 10021070 legal
Dart 3200lb, stock head 3200lb

Factory stock or Dart, cast iron OEM straight plug only, screw in studs allowed. No high performance or double hump allowed. NO BLEND WORK ALLOWED. No less than 64 CC. Competition Valve job OK, may not bore below guide boss. May run roller rockers, 1.5 ratio ONLY for Chevy, 3/8 and 7/16 stud, no stud girdles allowed. For other engine manufacturers, stock rocker ratio. Any steel valve spring. Any steel retainer. POLYLOCKS OK. GUIDE PLATES OK. Stock diameter stainless steel valves OK. May run Dart Head SS #10024361 or #10021070 but cannot alter anything other than the following: No porting or polishing intakes.

* 64 CC MIN chamber volume.

* Any stainless valve - 11/32" stem - 1.940 intake - 1.500 exhaust.
No hollow stem valves, No titanium keepers, retainers, etc.

* Any steel valve spring. Steel retainers and keepers only. Stud mounted rocker arms only - 1.5 ratio.

Camshaft – Must be Flat Tappet Hydraulic lifter only. Any timing chain. May degree camshaft .425 max lift for Chevrolet; All other max .450 lift. Lifter minimum of .125 travel.

Oil Pan – Any wet sump.

Exhaust system – Any standard 4 into 1 collector. Any length pipe, must stay same diameter. No Stainless steel. No Coatings No tri-y's and No "X" or merge type pipes allowed. Mufflers OK (\$100 buy Rule).

Balancers-stock type or aftermarket OK.

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. May remove choke flap only, may drill holes through butterfly. No other modifications allowed. (May change jets, power valve).

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

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

1. Clutch – factory stock OEM style clutch, NO HIGH PERFORMANCE.
2. Pressure plate – factory stock OEM style, 12lb Minimum.
3. Flywheel – factory stock may resurface, No lightening. 14lbs minimum weight. Scatter shield or 3/16' plate around flywheel area mandatory.
4. Transmission – factory stock automatic or straight drive with working reverse. No Richmond, No jerico, polished gears OK
5. Drive shaft – steel only. 1 ½" minimum diameter.
6. 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

1. Stock type – 4-wheel disc OK; no aftermarket, no aluminum. Must have operational 4-wheel braking system. NO WIDE FIVES.
2. Racing pedals OK. Brake adjusters inside of car OK. No front drilled rotors.

TIRE & WHEELS

1. 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.
2. 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

EXTREME 4 (FRONT WHEEL DRIVE)

SAFETY

1. 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.

2. 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.

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

4. 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.

5. 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.

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

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

8. 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.

9. 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.

10. Doors must remain in stock location and be welded shut

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

12. Fenders and quarter panels MAY NOT be trimmed for tire clearance, The inner fenders/wheel wells must remain in stock

and un-altered.

13. 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.

14. Aftermarket wing/spoiler OK on rear of car.

15. Sun-roofs, open roof tops, must be covered with steel.

ENGINE

1. Engine must remain in stock position.
2. Stock 4-cylinder engine only (2.2 max). Engine must remain stock as delivered by the factory. May overbore .060 max.
3. NO Cosworth or rotary engines allowed. No quad-four engines allowed. NO turbo-charged or supercharged engines allowed.
4. All engines must be used in the make of the car

for which they were manufactured. Honda on Honda, Chevy on chevy, etc

5. No after-market high performance components will be allowed in the engine or drive train.
6. Stock carburetor or fuel injection system for the make and model of the car being competed.
7. 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.
8. May remove pipe and mufflers. Exhaust manifold must remain stock with pipes extending beyond driver's seat, parallel to the ground.

Weight – 2200lbs,

SUSPENSION & BRAKES

1. Only stock suspension parts allowed. NO cutting or lightening of suspension parts allowed. Springs MAY NOT be heated or shortened to lower car. Stock mounting points may be reinforced for safety.
2. NO adjustable strut bushing or altering of stock location on shocks and struts.

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

WHEELS & TIRES

1. All wheels on car must be the same size and offset. 7" racing wheels OK. Right side bead locks ok.
2. Tires must have DOT stamp for highway use. No performance, trick, gumball, fancy or exotic tires of any kind allowed.

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

FUEL SYSTEM

1. 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

1. Passenger seat and rear seat must be removed.
2. Aluminum racing seat mandatory. MUST run 5-point seat belts.

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

1. 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.
2. \$150.00 buy rule on computer – 1st through 5th positions only. Drivers finishing farthest back get first choice.

Extreme 4 – Protest: Any 2 items, \$300 track keeps \$100:

Head (cam included), Bore & stroke, Intake, Suspension, Clutch & Flywheel.

\$350: Crankshaft & Rods, oil pan will be removed, crank & rods will be inspected.

*Track reserves the right to keep any part for clarification.

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

1. Stock appearing American factory cars or ½ ton 2wd trucks only no minimum wheelbase. Body year must be 1976 or older.
2. 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.

3. Spoilers: May only run 6" spoiler on the rear trunk lid.
4. No after-market bodies.
5. ALL bodies must have original body lines.
6. Bumpers must be stock appearing. No tubular bumpers allowed; additional bumper bars subject to approval.

Weight: 3100 lbs, 604 motor 3000lbs

Aluminum heads add 50lbs in front of firewall.

CHASSIS & SUSPENSION

1. STEERING – Quickeners O.K. Rack and pinion OK.
2. Front spring spacers O.K. Front screw jacks OK. Rear Springs – jack bolts O.K. Springs may be changed.
3. A-Frames: uppers and lowers all allowed.
4. 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.
5. Engine setback - #1 spark plug maximum 1 ½ " behind top ball joint.
6. Framework may be reinforced. Frame may be x braced.

7. Front and rear wrecker pick-ups are MANDATORY.
8. Chassis must be track approved. No round bar chassis.
9. Roll cages must be track approved. Driver's doors must be plated.
10. Stock four links allowed, No aftermarket four link allowed.

ENGINE

Cubic inch – 365 MAX

No vacuum pumps, may vent header.

Block – Any cast iron. Studs and strapping caps is O.K. Steel caps O.K.

Crankshaft – ANY

Rods - ANY

Pistons – ANY

Intake – ANY

Heads – Any cast iron or aluminum, Standard valve angles

Camshaft - Any

Lifters – ANY

Oil pan – ANY. No dry sump motors allowed.

Exhaust System – ANY.

Balancer – ANY.

Carburetor - ANY

FUEL SYSTEM

1. No power adder or nitrous of any kind
2. NO Turbos. NO Blowers.
3. Fuel – any or pump gas. No alcohol fuel allowed.
4. Fuel pump – stock type, mechanical only

IGNITION

1. Any MSD O.K.

DRIVE-LINE

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

2. Pressure plate – any.
3. Flywheel – any.
4. Scatter shield or 3/16" plate around flywheel area – MANDATORY.
5. Transmission – Stock type with working reverse.

Automatics must have stock OEM working converter. No bert or brinn type
6. Drive shaft – steel only. 1 ½" minimum diameter.
7. Rear End – any.
8. Must have 2 drive shaft loops.

BRAKES

1. Stock type: 4-wheel disc O.K. Aluminum O.K. Must have operational 4- wheel braking system.
2. Racing pedals O.K. Adjusters O.K.

TIRES AND WHEELS - ANY

Protest - \$300, 100 to accept, 2 items - track keeps \$100, Cubic inch, block, heads, trans.

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 pertude 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 racing 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. 3200 lbs after race min. After market aluminum body 3300lb.

BODY: Visual Protest only.

1. 1964 or newer American made car.
2. May use steel 2" below factory crease for quarter panels but must look stock and I do mean stock.

3. May use steel for doors but must look stock and I do mean stock.
4. May run rubber nose
5. No cutting, channeling, chopping, or shortening.
6. Hood hinges may be removed. May use hood pins to hold hood down.
7. All chrome, plastic, and glass must be removed.
8. Steering column may be changed and may use quick release steering wheel.
9. All firewall holes must be covered.
10. Must have stock firewall in original location.
11. May replace dash with sheet metal
12. After market power steering OK

WHEEL BASE/FRAME

1. Stock only. 101" wheelbase minimum.

ENGINE BOTTOM END

1. Engine must be strictly stock and in original mounts. 350 CI.
2. Repaired engine parts must be approved.

3. No high-performance engines or special-order parts.
4. Stock blocks only, 060" overbore max.
5. Must be stock replacement low compression piston. Speed Pro H423NC P.O.K.
6. No flat top 4 eyebrow piston. Must be dished.
7. Pistons must be at least .009" in the block
8. No bottoming of lifters.
9. Stock crankshaft, no knife edging or lightning
10. Cast crank must weigh 48 pounds.
11. No stroking or de-stroking.
12. Balancing OK
13. Journals may be turned no more than .060".
14. Rod width may not be less than .940".
17. Stock timing chain or Cloyes C-3023X adjustable timing chain or equivalent.

HEADS:

1. Heads open chamber 72 cc's.

2. No angle milling. No porting or polishing
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. Steel valves only. Stock stem diameter.
9. No cutting under 60, 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. May degree cam.
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. Lifter must have minimum of .125 travel.

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. Gm 10 or 12 bolt rear-end.
2. 9" ford or floater ok. 9" Ford mounting points must be stock type with NO adjustability. (**ANY ADDITIONAL HOLES MUST BE BLOCKED OFF**)
3. Shocks must be in stock location
4. Any gear ratio allowed.
5. Locked or limited slip rear ends allowed.
6. Full spools ok. (no scalloped)
8. No gun drilled axels.
9. No gun drilled rotors or scalloped rotors.
10. No lightening or polishing 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.

CAM Specifications

- 1 - Stock cam or stock replacement cam only.
- 2 - Duration for intake + 2 degrees / -10 degrees.

3 - .006 - 256 degrees.

4 - .050 - 195 degrees.

5 - .200 - 95 degrees.

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

7 - .006 - 261 degrees.

8 - .050 - 202 degrees.

9 - .200 - 106 degrees.

10 - Must have 18" vacuum at 1000 rpm.

11 - Hydraulic cam and lifters only.

12 - 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.

SUSPENSION

1. Stock only. Racing springs ok.

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!**

PRO 4, will follow Carolina Speedway rules

Thunder Bomber

Do not have to have stock firewall and floorplan. If not stock will have to have 50lbs mounted in front of firewall.

2021 Thunder Bomber Rules, (CRUSA)

ALL Technical Rules MAY Be checked by Technical Inspectors at ANY time!

Everything MUST remain STOCK unless otherwise stated!

Weight

1. Car must weigh 3,200 pounds with driver after the race.

Tires, Wheels, and Brake

1. 8" maximum wheels with .25" tolerance.
2. 14" or 15" - must be the same all the way around.
3. No aluminum wheels.
4. NO DOT racing tires. Any 70, 75, or 78 series street legal DOT series radial tires - NO direction or competition tires.
5. 8" towel city racing recap OK, but must punch minimum of 50.
6. Tires subject to lab samples at independent lab for softening or alteration. NO chemical treating or conditioning of tires!
7. May run beadlocks, must face outside.
8. May run offset rims and wheel spacers.
9. Stock brakes and master cylinders. Must have 4 wheel working brakes after race.

10. OEM brake calipers only - no aluminum.
11. Dual master cylinder ok - adjusters ok.

Fan and Radiator

1. Radiator must remain in stock location.
2. Aluminum radiator with fabricated brackets ok.
3. NO electric fans.

Exhaust/Header

1. Headers are legal, must exit parallel to the ground.
2. NO tri-y headers. NO H-pipes, and NO X-pipes.
3. No turn down on pipes (straight only).
4. No merged collectors.
5. No mufflers.

Fuel and Fuel Cell

1. Fuel cell must be mounted securely inside trunk with firewall between driver and fuel cell.
2. MUST run pump gas or racing fuel. No Nitrous, oxygenated racing fuel or fuel additives.
3. Fuel Protest - Drivers may protest fuel. Protest fee is \$150. Acceptance Fee is \$150. Fuel samples must be sent to Blue Ridge Labs for testing.
4. Blue Ridge Labs is the official test facility for Crate Racin' USA and all lab results and official's decisions are Official and FINAL. Fuel will be tested for oxygenates, oxygenated racing fuel, and fuel additives.

Body

1. Visual protest only.
2. Cars must be neat in appearance.
3. No late model type noses or fender flares.
4. Must remain stock unless otherwise stated.
5. 1968 or newer American made car.
6. No station wagons, trucks, jeeps or convertibles.
7. No strut cars.
8. Rear of car must be closed. No holes or flaps.
9. Car must have a deck lid.
10. May make front fenders, doors, and rear fenders. Aluminum doors and fenders ok.
11. No side spoilers.
12. Spoiler may not exceed 60" wide and no taller than 6". No spill plates, and no straps or spoiler supports of any type allowed.
13. Cannot exceed 48" from ground to the top of the rear spoiler.
14. May run any replacement roof, but must be a minimum of 48" x 50". NO slant roofs.
15. 13" minimum door and rear glass opening. For safety, MUST have 13" wide window opening on both left and right side in case driver needs to exit in an emergency.
16. Interior may be boxed in.
17. Front and rear bumpers required. Rubber nose is ok, but must be stock appearing. No cow scoop.
18. Bumper cannot extend past the quarter panel or must run a bumper cover.
19. Breather must be boxed in on all 4 corners, and cannot exceed 2" high. May NOT pull air from inside the car.
20. Front inside wheel wells can be cut or removed for clearance, but not excessive.

21. ALL firewall holes must be covered. Must have stock firewall in original location, and firewall must extend to doors.

22. Must have stock floorpan in original location. Floorpan must extend to rear of driver's seat. Floorpan must go from frame rail to frame rail.

23. May replace dash with sheet metal. Interior metal must not be higher than dash.

24. Gutting hood and trunk are ok.

25. May use Lexan in rear side windows.

Wheelbase and 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. Wheelbase must match make and model - 1" tolerance.

5. Engine must remain in stock location. Aftermarket mounts ok.

Engine

1. Bottom End

a. Any OEM stock size engine - 363 maximum - .060 over over bore maximum.

b. Repaired engine parts must be approved.

c. ARP Rod bolts OK, but must remain stock size - 3/8.

d. One piece rear seal block ok.

e. No high performance engines or special order parts.

f. Stock engine blocks only.

g. Must use stock replacement, low compression piston.

Cannot cut top of piston.

h. No flat top, 4 eyebrow piston - must be dished.

i. Speedpro H423 DCP or H423 NCP replacement piston OK.

No metric ring package.

j. Pistons must be at least .009" in block.

k. No bottoming of lifters.

l. Stock crankshaft.

m. No knife edging or lightening, etc.

n. Cast crank must weigh 48 lbs.

o. No stroke or destroke.

p. Journals may be turned no more than .060" Stock replacement bearings only.

q. Rod width may not be less than .940. No powder rods.

Stock replacement bearings only.

r. Stock timing chain gear set or Cloyes C-3023X adjustable timing chain. No offset key ways.

s. Balancer - 6 3/4 by 1" - no machining.

t. May run racing pulleys - NO serpentine pulleys. V-belt racing pulleys ok.

u. Aluminum water pump allowed.

v. Aftermarket fuel pump & fuel rod ok.

w. Aftermarket power steering ok.

x. Two(2) piece timing covers ok.

y. No remote oil filter or evac systems.

Heads

a. Any open chamber head ok, but must meet the following criteria.

b. NO aftermarket heads.

c. May run stock replacement screw in studs or pin them.

d. May run aftermarket valve cover.

e. Heads cannot be less than 72 cc.

f. No angle milling.

- g. Stock or stock replacement valve for make and model. Steel valves only. Stock stem diameter.
- h. Valve springs can be Z28 springs.
- i. Comp 742 retainers or stock allowed.
- j. No cutting under 45 - no competition valve job - no 3 angle valve job.
- k. Shims can be used under valve springs at a limit of .060 per spring.
- l. May use offset locks, but not with shims.
- m. Rocker arms must be stock or stock replacement. 1.5 maximum. No self aligning rocker arms.
- n. No porting or polishing.
- o. No Vortec parts.

Intakes

- a. Stock cast iron. No aluminum intakes.
- b. No Holley pattern factory intakes.
- c. Must have vacuum fitting behind carburetor.

Carburetor

- a. Stock 2 or 4 barrel, conventional style only. No super bowls or individual cylinder tuning.
- b. No modifications except choke flap removal.
- c. No removal of choke horn.
- d. 600 Holley - part #1850 ok. Must be box stock with Mr. Gasket adaptor part #1932. May use two(2) .070 gaskets maximum.
- e. No heat shields around carburetor. Dust shield mounted to air filter base ok.

Cam

- a. Stock timing chain or Cloyes C-3023X adjustable timing chain.
- b. .390-.410 lift
- c. 112 lobe separation +/- 1 degree
- d. Advancing or retarding the cam in car with adjustable timing ok.
- e. Cloyes C-3023X only – no cam buttons.
- f. Stock cam or stock replacement cam only.
- g. Duration for intake + 2 degrees / - 10 degrees.
- h. .006 - 256 degrees
- i. .050 - 195 degrees
- j. .200 - 95 degrees
- k. Duration for exhaust +2 degrees/ - 10 degrees
- l. .006 - 261 degrees
- m. .050 - 202 degrees
- n. .200 - 106 degrees
- o. Must have 18" vacuum at 1000 RPM
- p. Hydraulic cam and lifters only.
- q. 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

- a. Stock steel flywheel - 14 pounds minimum
- b. Stock type clutch and pressure plate - minimum 10.5" (pressure plate 12 pound minimum).
- c. May use hydraulic clutch.

Engine and Tire Protest

- a. Bottom End - \$500
- b. Protest Any 2 Items - \$300
- c. Cam Protest - \$300, Track retains \$100
- d. Transmission Protest - \$250. Acceptance fee - \$100. Track Keeps \$100
- e. Refusal to tear down three(3) times during the season will result in driver being disqualified from competing in the division for the remainder of the season.
- f. Tire Protest - \$125. Acceptance fee - \$125. Track keeps \$125.

Shock Protest

- a. Driver can only protest shocks from the car that finishes directly ahead of them.
- b. Driver **MUST** finish in the Top 5 to protest shocks.
- c. Driver can protest a maximum of two shocks, any combination of front and rear.
- d. Shocks must be legal, certified CRUSA shocks.
- e. Shocks may be sent to CRUSA for verification at Tech Official's discretion. Driver protesting shocks will be responsible for cost of shipping shocks to CRUSA and cost for verification.
- f. Series Officials may confiscate and send shocks for verification at any time.
- g. Shock protest = \$50 per shock, \$25 acceptance fee. Track retains \$25 per shock.

ALL Official's Decisions are FINAL, and Official's reserve the right to increase penalties, levy fines, and enforce suspensions at their discretion.

Ignition

1. Stock type ignition.
2. Stock type distributor only. No billet, no circuit board distributor.
3. No high performance distributor or high performance parts.
4. No altering firing order.
5. No boxes.

Transmission

1. Must be stock with all working forward and reverse gears.
2. May run 350 or 400 turbo automatic with OEM working torque converter, stock type and 11" minimum.
3. May run transmission cooler.
4. No power glides.
5. Aftermarket throw out bearing ok.
6. No lightning of gears.
7. Three(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 - 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 and no aluminum drive shafts.
3. "U" or square type safety loop on front of drive shaft

assembly is required.

Rear End Rules

1. GM 10 or 12 bolt GM housing rear-end.
2. 9" Ford or 9" Ford floater ok. 9" Ford mounting points must be stock type with NO adjustability. 4 1/2" maximum - 3 1/2" minimum from center of the axle tube to center of trailing arm bolt. (ANY ADDITIONAL HOLES MUST BE BLOCKED OFF).
3. Rear shocks must be in stock location on top. Bottom mount can be moved.
4. May run aftermarket axles. No ball spline axles.
5. Any gear ratio allowed.
6. Locked or limited slip rear ends allowed.
7. Full spools ok (no scalloped).
8. No gun drilled axles.
9. No gun drilled rotors or scalloped rotors.
10. No lightning 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. NO traction control devices of ANY type allowed.
2. Suspension must be stock unless otherwise stated
3. May run racing springs with adjustable buckets.

4. Front shocks must be in stock location. May move 3 inches maximum for travel, no angle change. Rear shocks must be in stock location on top, bottom mount can be moved.
5. No heim joints on any shocks.
6. Top A-frame can be cut or move top mounting perch.
7. No adjustable blocks - 4" of lowering blocks maximum.
8. Tube type A-arm on top only ok - non adjustable - screw in ball joints on top ok. Ball joint must be mounted on top of Aframe (no QA-1) non rebuildable (1/4 inch tolerance).
9. Can use heavy duty OEM steering and suspension parts.
10. Leaf or coil springs can be changed to stronger leaf or coil of the same type.
11. Cutting of coil spring allowed - rear shims on coils are ok.
12. Adjustable or non-adjustable spring buckets ok.
13. Adjustable buckets in rear ok.
14. All mounting/hook up points on chassis must be in stock location.
15. Cannot change angle of rear shock.
16. Top trailing arm may be cut for pinion angle only.
17. Leaf spring cars may adjust perches for pinion angle.
18. May adjust rear shackles.
19. Aftermarket bushing in A-frames and trailing arms ok but may not swivel.
20. Effective April 1, 2021 - MUST Run Crate Racin' USA Certified and Labeled Bilstein AK1043 front shocks and AK1044 or AK 1050 rear shocks. NO EXCEPTIONS! Discounts available for member drivers. Contact the CRUSA Office at (678)719-8888 for order information.
21. Shocks must remain in stock location. May move for travel only - no angle change.
22. No heim joints on any shocks.

Fines, Penalties, and Suspensions:

1. Pre-Race Technical Violation (s): Any technical violation (s) discovered during pre-race technical inspection, the driver will be notified of violation (s), and car must be fully in compliance before allowed to compete.

2. Chemical Alteration of Tire (s): Any driver found to have chemically altered a tire will be subject to the following penalties:

- a. Disqualification from event and no CRUSA points or Thunder Bomber Shootout points.
- b. Forfeiture of tire if deemed illegal.
- c. Penalties could be increased

3. Legality of Part (s): Any question concerning legality of part (s) by CRUSA or track technical inspector, the part (s) in question will be confiscated and sent to Chevrolet Performance or CRUSA for further inspection. The finish for this race will be held until legality of part is determined. Points, monies, and finish will be adjusted in the event of a disqualification. Any parts deemed illegal will be confiscated. Failure to allow confiscation of any part will be penalized the same as an inside the sealing system engine infraction and penalized accordingly.

4. By entering and/or competing in any Crate Racin' USA sanctioned event, drivers, car owners, and team members waive any right to file an appeal. All official's decisions are final.

ATTENTION CAR OWNERS AND DRIVERS:

Please remember that we are here and can race because of the fans, promoters, and sponsors. If they don't benefit, we won't benefit. While we understand that this competition involves substantial financial stakes, there is no excuse for bad or unruly behavior which would tend to bring the series, tracks, or sponsors into disrepute.

