

2017 LANCASTER SUPER SPEEDWAY RULES

These rules are issued to govern the conduct of racing events at Lancaster Super Speedway for the 2017 racing season. It is the intent of Lancaster Super Speedway management, officials and staff to enforce these rules to ensure fair competition and consistency at each event. The track owner 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 SUPER SPEEDWAY (2017) OVERVIEW

2017 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 any and 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:

Driver's information and profile form.

Insurance waiver/release

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 2016 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 2017 season will be counted as point races, unless otherwise stated in the schedule.

S.E.C.A. Points Fund

All teams must be paid members in order to compete for S.C.E.A. championship points, prior to the first scheduled race.

In the points system, we are dropping 5 point races. Also, in 2017, 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.

S.E.C.A. membership application can be printed below.

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 in order 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. ANY and 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 have to 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 track 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!

No weight breaks will be given for ANY form of safety equipment in ANY division.

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:

In the event that a division fails to have enough cars for only one heat race (8 or more required) they will start the way they drew, in the rear of the next highest division. The lowest number drawn will have his choice of outside or inside of that row. 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 back 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.

In the event that 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"

starting point is marked on the back stretch wall and the outside wall in the middle of turns 3 and 4. If the leader has not fired by the final "commitment point," then the flagman will wave the green and restart the race.

In the event that 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 are able to 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. o Yellow – Racing under caution. Conditions adverse or hazardous. o Red – Racing has come to a halt. All cars must stop. o Black – The "consultation flag." Driver must pit, usually due to rule violation. o 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.

LAPS

HEAT RACES

Late Model – 6 laps

SECA (Crates) – 6 laps

Super Stock, Crate Sportsman, Renegade, Extreme 4 , Vintage and Pure Stock – 10 laps

Main Events*

Late Model & 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 (backprotester).

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. 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) time 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 BUY rule \$2200.00 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 (5) 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 GMPLM – 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 Super 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.

LATE MODEL

BODY & WEIGHT:

Weight: ALL WEIGHT & ENGINE NUMBERS MUST BE CLEARLY VISIBLE ON HOOD OF CAR!!!

Engine #1: 2350 lbs after race with driver.

Engine #2: 2300 lbs after race with driver. Cars running SPEC engine must have "SPEC #2 – 2300" must be clearly visible on hood of car.

Engine #3 – 2250 lbs after race with driver. "#3 – 2250 must be clearly visible on hood of car.

CT525 crate engine – 2350 lbs after race with driver. "CT525-2350" must be clearly visible on hood of car.

GM 602/604 *(stock per GM manual) – 2250 lbs. after race with driver "GM 602/GM 604" must be clearly visible on hood of car.

All body dimensions – see diagram.

CHASSIS AND SUSPENSION:

Engine setback – 6" maximum, measured #1 spark plug to top center ball joint.

Rear of car may be opened.

76" maximum width on body. 1" tolerance.

101" minimum wheel base.

12" rear spoiler, 40" max. height from ground NO TOLERANCE.

No part of body may extend beyond the plane established by the 76" width.

Rear bumper may not extend over ½ width of rear tire on each side. Ends must be capped and should be angled so as to not be a puncture danger in the event of a wreck. May be curved inside rear quarter panels at 90 degree angle.

Front push bars allowed, may not exceed width of front chassis rail.

Suspension – OPEN – ANY TYPE.

Front and rear wrecker pick-ups are MANDATORY.

No part of frame may be aluminum or titanium.

ENGINE #1

Cubic inch – 365 cubic inch max. NO TOLERANCE.

Block – ANY CAST IRON.

Crankshaft – ANY

Rods – Any Steel

Pistons – Flat Top Only

Camshaft – ANY

Heads – Any cast iron O.E.M. Iron Eagle not to exceed 215 runner (230 runner allowed – 50lbs. MUST BE ADDED in front of bell housing – any car running 230 heads must weigh 2400 lbs after race with driver and "2400" must be clearly visible on hood of car). (Number must be molded in head). Platinum 215 heads legal Ford-#M-6049-N351 Bow Tie allowed Dart II Sportsman, Part #1112, 1122, 1212, 1222, 1115, 1125, 1215, 1225 1 ½ " (1.500) Blend from the bottom of the valve seat

Valves – ANY

Lube Systems – ANY

Intake – ANY

Exhaust System – ANY

Engine protest will be accepted on block, rods, pistons, cubic inch, and heads only.

ENGINE #2 – BRODIX SUPR SPEC ENGINE

This engine uses Brodix SUPR "Spec" heads.

Cubic Inch – 365 cubic inch max. NO TOLERANCE.

Block – ANY CAST IRON

Crankshaft – ANY

Rods – Any Steel

Pistons – Flat Top Only

Camshaft – ANY

Heads – Brodix SUPR spec heads. (No minimum cc's)

Valves – ANY

Lube Systems – ANY

Intake – Chevrolet engines must have a Brodix HVI intake with no modifications except for port matching $\frac{3}{4}$ " to FelPro 1206 Ford engines must have a Edelbrock Victor Jr. intake with no modifications except for port matching $\frac{3}{4}$ " to FelPro 1262.

Exhaust System – ANY

Engine protest will be accepted on block, rods, pistons, cubic inch, intake and heads only.

ADDITION TO SUPR "SPEC" ENGINE PARAGRAPH:

SUPR "Spec" heads with SUPR cast logos. Chevrolet SUPR "spec" head with SUPR cast logos. Ford SUPR "spec" head with SUPR logo on the outside and SPEC Logo on intake and exhaust ports.

Intake port opening NO larger than original opening and may be port matched. Chevrolet may use a FelPro 1206 gasket and FORD may use a FelPro 1262.

Chevrolet intake opening may be ground or polished $\frac{3}{4}$ " or NO farther into port than the closest edge of the closet letter of the SUPR logo. Ford intake opening may be ground or polished $\frac{3}{8}$ ". Intake port polishing will be allowed NO more than $1\frac{1}{2}$ " below the bottom of the original seat ring on the back side of the bowl area, and NO more than 1" on the short side. Any opening up of head past these points will be illegal.

Polishing will be allowed in the combustion chamber area to avoid hot spot chafing.

Polishing will be allowed in exhaust ports as long as the original SUPR logo is NOT affected or port shape is not altered.

NO intake or exhaust port relocation, raising, enlargement or reshaping of any type.

Valve angle may be altered up to 1 ½ degrees from factory specifications by angle milling only. Valve placement may not be altered in any way. Factory specifications are 23 degrees Chevrolet; 20 degrees Ford. NOTE: Tech Man has and will be using, Brodix supplied checking templates and tools on the SUPR head. DON'T GO past these points or templates and tools will disqualify you.

In the rules above, if it doesn't say you can, then don't. NOTE: These head and intake manifold combinations were designed with one thing in mind, to have equal air flow. If anything is done to increase airflow above original specs by manufacturer, they will be illegal. SUPR logo must remain, with NO changes, in all locations.

ENGINE #3

Cubic inch – 365 cubic inch max. NO TOLERANCE. Stock stroke: 3.480 Chevy only. 3.50 Ford only.

Block – ANY CAST IRON. Steel splayed caps okay.

Crankshaft – ANY – 41 lb. minimum – No knife-edging or lightening allowed. 2 inch rod journal minimum. No Honda or metric journals allowed.

Rods – Any steel – No aluminum or titanium rods allowed.

Pistons – Flat top only

Camshaft – Roller OK, standard lifter size.

Heads – Any cast iron. No angle milling allowed. No hand blending or porting. Competition valve job only. 45 cc. combustion chambers. 215 maximum intake runners. 23 degrees heads only. Ford or Chevy – No 10 degree Ford heads.

STEEL VALVES ONLY. No titanium allowed. No hollow stem. PRO FLOW OKAY.

Lube Systems – ANY

Intake – 2.05 MAX – 1.60 EXL MAX

Exhaust System – ANY

Timing System – chain or gear drive only. NO BELT DRIVES.

Oil System – Dry sump OK.

Engine protest will be accepted on block, rods, pistons, cubic inch, and heads only.

ENGINES #4,5 – GM CT525/GM 604/GM602 crate motor (per GM manuals)

Minimum weight 2250 lbs. after race with driver.

FUEL SYSTEM:

Fuel – Racing gasoline ONLY

Carburetor – any 4 Barrel.

Fuel Pump – any mechanical, NO ELECTRIC.

Fuel cells MANDATORY (mounted in metal cans)

IGNITION SYSTEM:

No DIGITAL devices are allowed. No Driver or Computer controlled spark timing devices are allowed. No programmable or memory devices are allowed. Only ANALOG Ignition boxes are permitted.

The following ignition boxes are the only approved units for this track:

1. MSD 6200 2. MSD 6400 3. MSD 6401 4. MSD 6420

MSD 6430

CRANE 6000-6410

GM 10037378

All boxes must have a 6 pin male shroud Weatherpack connector with male pins installed on the ignition box. The MSD 6401 and 6430 and Crane 6000-6410 have this connector factory installed. If your box does not have this connector, then you may install it yourself using Nelson Specialties P/N 38048K or P/N 38048KL, MSD P/N 8170.

The wires must be installed in the connector in the proper order:

12 volt ignition (RED)

Tach signal (BROWN or WHITE)

Coil (-) (BLACK)

Coil (+) (ORANGE)

Dist (-)(GREEN or BLACK inside shield)

Dist (+) (VIOLET or RED inside shield)

If using an MSD box, the WHITE points wire must be cut off within 1" of the box and sealed.

If a REV LIMITER is used, it must be built into the ignition box. No external rev limiters will be permitted. E. Other than the above referenced 6 pin connector, the only other wires permitted to enter or exit the ignition box are the 12 gauge RED and BLACK Power and Ground wires.

IGNITION HARNESS – The ignition system must have a separate wiring harness that is independent and not part of any other wiring in the car. The ignition wiring harness recommended but not required for use in competition at this track is produced to our specification by Nelson Specialties, Inc. Mooresville, NC. The part number is 10248 and must be visible. It may be purchased directly from them or from the track parts truck. The harness must be used as manufactured. NO CUTTING OR SPLICING IS PERMITTED!

Ignition Switch – A SPST (Single Pole Single Throw) toggle style switch is required to turn the ignition "on and off." Only the battery power, ignition activation, and tach power wires may connect to this switch.

No devices of any type are allowed that interfere with the ignition signal.

Digital or analog readout tachometers are permitted. Memory recall is permitted.

MAGENTOS ARE NOT ALLOWED.

Crank trigger systems with a single pickup are allowed.

Two-way radios must be independent (not connected) from the cars electrical system. Only one radio and one PPT switch will be allowed in each car.

Ignition box protest: If you feel that the ignition box of the car finishing directly in front of you has a modification or device to aid in traction control, you may file a protest by posting a \$600.00 fee. The protested box will be impounded and checked by a test facility. If the box is found to be legal, the box owner will receive \$500.00 of the protest fee. The track will retain \$100.00 of the protest fee.

DRIVE LINE:

Clutch assembly – ANY

Flywheel – ANY

Transmission – ANY (must have working reverse)

Drive Shaft – ANY

Rear End – ANY

Must have operational 4 wheel braking system. Proportioning valve permitted.

TIRES:

Hoosier SPEC1350 or SPEC 1600

American Racer SPEC 48 or SPEC 56

Steel or aluminum wheels only. No carbon fiber or titanium.

RIGHT REAR:

Option to run Hoosier 29.0 NRM 1350

MANDATORY SAFETY REQUIREMENTS

1. Roll cage – MANDATORY – Must have minimum of three (3) bars in driver's door. No aluminum or titanium cages permitted. 2. Window net – MANDATORY

Fuel cell – MANDATORY

Seat belts – Five (5) point system – MANDATORY

Wind shield screen – MANDATORY

Fire extinguisher – with gauge, mounted in a quick release harness in reach of driver – MANDATORY

Battery must be mounted outside of driver's compartment or in enclosed bolted down metal box.

Fuel lines must be under car or in tubing.

Please see "Safety Rules" for more information.

SOUTH EASTERN CRATE ASSOCIATION GM Performance Late Model 602/604

The 2017 GMPLM at Lancaster Super Speedway will be sanctioned by South Eastern Crate Association (SECA) www.secaracing.com

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

Tires: Hoosier SPEC 1600 (Hoosier SPEC 55) MANDATORY on the right rear for qualifying and main event.

Tires And Wheels: Soft, medium, or hard compounds.

Individual Track Rules (in accordance with SECA rules)

For Lancaster Super Speedway:

Hans, Hutchens- and/or similar safety restraint not mandatory, but strongly recommended. There will be NO WEIGHT BREAK for any form of safety equipment in use by any driver.

Racers ARE ALLOWED to use two-way radios and mirrors for competition in SECA Crate Late Model at Lancaster Super Speedway in 2017.

(Membership application can be printed below)

SUPER STOCK

SAFETY

Safety is the number one priority at Lancaster Super 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.

BODY

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

Rubber nose piece 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 full 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.

Body must sit on frame in OEM position.

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.

ALL bodies must have original body lines.

Deck lid must remain flat. Maximum 1" rake from front to back.

CHASSIS & SUSPENSION

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

Front spring spacers okay. No front screw jacks are allowed that can be adjusted during the race. Rear

Springs – jack bolts okay. Springs must remain in stock position forward and aft, and left and right.

Spring buckets or cans okay. 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 okay.

. 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" condition

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

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

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 okay. Steel caps are okay.

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: Factory stock or box stock Edelbrock 5001. Any other aftermarket intake (as cast) must add 100 lbs (weight must be marked on hood or roof on right side).

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 may be surfaced 48 cc min no other modifications allowed no exceptions

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.

Exhaust System – Any standard 4 into 1 collector 1¼" diameter pipe header with maximum 12" long pipe after the collector. Completely sealed, no openings allowed. No coatings allowed. No tri-y's, NO "X" or merge type pipes allowed. Only one extension allowed to headers, 12" long, no opening allowed.

Balancer – ANY

Carburetor – May run stock, may remove choke flap. Chevy-Quadra-Jet-Ford-Motorcraft (single line only) or Box stock 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 – okay. NO dry belts.

2017 Super Stock Rules Continued

ENGINE #2

GM crate motor only: part #88958604. Engines that are rebuilt are subject to specifications on pages 8 and 9 of the rulebook.

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 for Super Street division

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 with the exception of 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" – p. 42

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.

Fuel Cell-MANDATORY (Mounted in METAL CAN)

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.

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 okay. NO WIDE FIVES. Any axle or any gear.

BRAKES

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

Racing pedals okay. Adjusters okay.

TIRES & WHEELS

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

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

"NO GROOVING AND SIPING."

Maximum tread width 8".

SAFETY

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 and cannot be mounted higher than belt line of

car. ALL weigh must be painted white with the car number clearly and legibly marked on each separate piece.

ANY ITEM NOT SPECIFIED ABOVE MUST BE APPROVED BEFOREHAND 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.

2017 membership fees: \$60.00

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.

For Lancaster Super Speedway:

Hans, Hutchens and/or similar safety restraint are not mandatory, but are strongly recommended. There will be NO WEIGHT BREAK for any form of safety equipment in use by any driver

RENEGADE

SAFETY

Safety is the number one priority at Lancaster Super 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. Stock means stock unless otherwise stated

BODY

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

Rubber nose piece 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 full floor pan with hump from door to door; must have full 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.

Weight: Refer to page 31, item #7.

No exposed bars.

NO cold air boxes; body must sit on frame in OEM position. After market 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.

ALL bodies must have original body lines.

Deck lid must remain flat. Maximum 1" rake from front to back.

CHASSIS & SUSPENSION

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

Front springs spacers okay. No front screw jacks are allowed that can be adjusted during the race. (Rear springs can be adjustable.) Springs must remain in stock position forward and aft, and left and right. Spring buckets or cans okay. Height of bucket 6" maximum in stock location. SCREW JACKS ON REAR OKAY.

Camaro rear springs may add AFCO springs sliders part #200036, 2.5" wide and 6" long.

Springs may be changed. (racing springs, different lengths)

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 or plastic bushings. Spindle Savers okay.

Front socks must be bilstein non-adjustable part #AK1043 only, no alterations.

Rear shocks must be bilstein non-adjustable 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. You buy shock in "as is" condition.

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 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).

Front and rear wrecker pick-ups are MANDATORY.

Can run Quick Steer Unit.

Can run Powering 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. May run Eagle aftermarket crank. Steel or cast steel.

Minimum weight: Steel 50 lbs. Cast 47 lbs. Eagle part #: ESP 103503480 (2pc Seal) ESP 103523480 (1 pc Seal). BALANCING ALLOWED.

Rods – factory stock for engine running okay. NO WORK ALLOWED OF ANY KIND. May run any rod bolt. May use Eagle aftermarket rods and bolt kit part number: ESP 5700 BPLW. 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 okay. 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. Edelbrock part #5001 . Must remain stock out of box, no alterations, no spacers of any type, gasket only. Claim rule \$200.00 as is.

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. NO BLEND WORK ALLOWED. NO less than 70 CC. Three angle valve job okay. 60 degree max angle. Roller Rockers ok must run any 1.5 rocker arm 3/8" or 7/16" studs no stud girdles, pedestal, or shaft mounts. Claim rule \$225.00 on roller rockers only. Not Head

Claim rule \$225.00 as is given to tech man during 5 minute protest in writing.

Any steel retainer. POLYLOCKS okay. May run screw in studs and guide plate. Camshaft – Maximum lift Chevy .425 lift; Ford .450 lift. MUST BE HYDRAULIC LIFTER. Any timing chain – May degree camshaft.

Oil Pan – Any wet sump.

Exhaust system – Any standard 4 into 1 collector 1 ¾" maximum diameter pipe header No Coatings No tri-y's and No "X" type pipes allowed.

May add Maximum of 12" pipe ONLY (measured from end of collector). Must be welded and completely around collector with no spacing or opening from collector no other pipes may be added.

No mufflers or inserts allowed in pipes.

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 Box Stock 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, no spacers allowed.

Fuel Pump – stock OEM only.

Fuel Cell – MANDATORY (Mounted in METAL CAN)

IGNITION

FACTORY STOCK ONLY, NO HIGH PERFORMANCE.

May run brass distributor gear and any springs only.

DRIVE LINE

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

Pressure plate – factory stock OEM style, NO HIGH PERFORMANCE.

Release bearing – ANY

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.

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 okay. NO WIDE FIVES. Any axle or any gear.

BRAKES

Stock type – 4 wheel disc okay; no aftermarket, no aluminum. Must have operational 4 wheel braking system. NO WIDE FIVES.

Racing pedals okay. Brake adjusters inside of car okay.

TIRE & WHEELS

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

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

NO GROOVING AND SIPING.

Maximum tread width 8".

SAFETY

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 under 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 and cannot be mounted higher than belt line of

car. ALL weight must be painted white with the car number clearly and legibly marked on each separate piece.

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

FOUR CYLINDER

Will Run by Monster Mini Rules

www.monstermsa.com

This division will only run periodically at Lancaster Super Speedway in 2017 and will be governed by the rules set forth by the Monster Mini Stock Association

Race Dates TBA

EXTREME 4 (FRONT WHEEL DRIVE)

SAFETY

Safety is the number one priority at Lancaster Super 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 for 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 stationwagons 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 un-altered.

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.

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.

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 Super 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 racing 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

Winner can be claimed for \$2,200.00. Track keeps \$100.00. Seller gets \$2100.00 for the car. Only top 5 drivers on lead lap can claim. If more than one person claims, the driver finishing the farthest back gets

1st choice. Each driver may only buy 3 cars per season. NO exceptions! 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: (Bore and Stroke, Head & Intake& Cam) \$300.00 with track retaining \$100.00 only top 3 can protest

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

VINTAGE

SAFETY

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

(Drivers must be at least 15 years old to race in the "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: 3,200 lbs. After race with driver.

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

No after-market bodies.

ALL bodies must have original bodylines.

No Rub rails or nerf bars on the front, rear or sides of the cars (No jagged edges or sharp points).

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

CHASSIS & SUSPENSION

STEERING – STOCK TYPE – Quickeners O.K.

Front spring spacers O.K. Front screw jacks are allowed that can be adjusted during the race. 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 okay; 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 links allowed.

ENGINE

Cubic inch –365 max cubic inch 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 – stock stroke 3.48

Rods – ANY

Pistons – ANY

Intake – ANY

Heads – cast iron or steel any

Camshafts – 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.

Fuel Cell – MANDATORY (MOUNTED IN METAL CAN)

IGNITION

Any MSD O.K.

Any plug and plug wires

Coil – any. Amplifier ignitions allowed.

Brass distributor gear O.K.

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

1. ANY.

SAFETY

Full face helmet, complete fire suit with gloves – MANDATORY.

Roll cage – Steel roll cage MANDATORY – Must have minimum of four (4) Bars in drivers' door. Must be plated. All safety rules must be followed and subject to track approval.

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 driver – MANDATORY.

Scatter shield – MANDATORY.

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

Fuel lines – Must be under car or in tubing.

Must use race receivers.

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

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

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

PURE STOCK

Stock auto unless otherwise stated.

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.
4. Ford solenoid O.K.
5. Radiator and fan shroud may be made of aluminum.
6. Minimum weight 3300
7. No DOT racing tires.
8. 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.
9. 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.
10. Battery may be moved to inside drivers compartment and must be enclosed and securely mounted
11. 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.
12. 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.
13. Must have steel firewall where back seat was.
14. Exhaust must be stock cast iron. No center dump manifolds. No X pipes or H pipes. Factory Y pipe O.K.
15. Stock brakes only.

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.

WHEELBASE/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 H423NCP O.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.

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 heads.

INTAKES:

1. Stock cast iron.

CARBURETOR:

1. Must be a stock HOLLEY 4412 C, S, or CT 500 2 bbl. Use 1" adapter 2 to 4.

2. No modifications except for choke flap removal.

3. No removal of choke horn.

CAM:

1. Chevy .390"-.410" lift. 112 centerline with 4 degree's variants. Other makes and models will refer to factory specs.

2. Must be stock life 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 lifters only.

TRANSMISSION:

1. Straight drive stock.

2. Automatic transmission no powerglides.

3. Torque converter must be stock or stock replacement. 12" minimum diameter.

4. May have a cooler mounted in drivers' compartment.

5. Must have all working gears.

6. May run an aftermarket shifter.

7. Clutch assembly with flywheel 32 lbs. minimum. (Pressure plate, clutch disc, and flywheel)

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.

REAR END:

1. Must be stock for make and model.

2. No gear lower than 411 ratio.

3. May weld spider gears.

4. Factory positraction rear O.K.

5. Shocks have to be in stock location.

6. No lightening of any parts.

7. All components must be made of steel.

SUSPENSION:

1. Stock only.

PROTEST; \$250 - THE TRACK KEEPS \$50 - TWO ITEMS ONLY.

APPENDIX A

CRATE ENGINES (ALL APPLICABLE DIVISIONS)

Valve Job Specifications for GM Crate Engines

Engine Specifications:

Valve Seat Machining

This drawing covers the valve & valve seat machining angles and widths as well as factory valve margin.

Note: NO modifications allowed to factory valve seat machining angles to increase flow.

Refer to the chart "A, B, C" for proper valve angles.

Refer to the chart "D, E, F" for seat machining angles.

Refer to the chart "H, G, and J" for valve & seat widths.

Refer to chart "K" for valve margin.

Factory Valve Angle Specifications

Description		88958602
Valve Angle (from deck to valve C/L)		23 degrees
Intake Valve Stem Clearance		.0009" - .001"
Exhaust Valve Stem Clearance		.001" - .0012"
Intake Valve Angle Backcut #2	(A)	N/A
Exhaust Valve Angle Backcut #2	(A)	N/A
Intake Valve Angle Backcut #1	(B)	20 degrees
Exhaust Angle Backcut #1	(B)	25 degrees
Intake Valve Angle		45 degrees
Exhaust Valve Angle		45 degrees
Valve Angle Width (Intake/Exhaust)	(G)	.100/.140
Intake/Exhaust Backout Width	(H)	Blend out
Margin Width, Intake/Exhaust Valve	(K)	.040/.080
Intake Valve Seat Width	(J)	.045
Intake Valve Seat Angles	(F)	46 degrees
(M) Not shown, Seat Blend to Combustion Chamber	(M)	30 degrees
Blend from Valve Seat Angle to Bowl	(D)	65 degrees
2nd Valve to Blend to Bowl	(E)	75 degrees
Exhaust Valve Seat Width	(J)	.060
Exhaust Valve Seat Angles	(F)	46 degrees

(M) Not shown. Blend to Chamber	(M)	30 degrees
Blend from Valve Seat Angle to Bowl	(E)	55 degrees OR 65 degrees
2nd Valve Angle Blend to Bowl	(D)	82 degrees

APPENDIX B NOTES

APPENDIX C

South-Eastern Crate Association

Mailing Address: 1358 Wilkinsville Hwy. Gaffney, SC 29340

2017 Annual Membership Application

This application must be filled out completely and signed where noted. A membership application is not complete until this form is returned, along with payment and the signed "2017 South-Eastern Crate Association Adult or Minor Waiver and Release, Express Assumption of the Risk, Indemnity and Voluntary Consent Agreement." Membership is not granted or effective until it is accepted and issued by SECA in its discretion.

MEMBERSHIP FEES: Make all checks payable to SECA

_____(\$100.00) Crate Late Model

_____(\$60.00) Crate Sportsman

PLEASE PRINT CLEARLY

CAR OWNER NAME: _____

Driver Name: _____ Car# _____

Physical Address: _____

City: _____ State: _____ Zip Code: _____

Mailing

Address: _____

City: _____ State: _____ Zip

Code: _____

Home Phone: _____ Cell

Phone: _____

Social Security #: _____

Email

Address: _____

Date of Birth: _____ Age: _____

Emergency Contact Info: Name _____

Phone: _____

Do you have insurance that would cover you if you were injured at a race _____ Y _____ N

Company: _____

Checks to be made to whom: _____

**Please note we send updates and information by email only on a weekly basis. BE sure to fill in a CURRENT email address.

Please deliver all membership materials, including payment in the form of a check made payable to "SECA" to the corporate mailing address listed at the top of this form.

IN ADDITION TO THIS "2017 ANNUAL MEMBERSHIP APPLICATION," I HAVE READ, COMPLETED, AND SIGNED (IN THE

PRESENCE OF A LICENSED NOTARY PUBLIC) THE "2017 SOUTH-EASTERN CRATE ASSOCIATION ADULT (OR MINOR)

WAIVER AND RELEASE< EXPRESS ASSUMPTION OF RISK< INDEMNITY AND VOLUNTARY CONSENT AGREEMENT," AND I

ACKNOWLEDGE AND UNDERSTAND THAT I AM RESPONSIBLE TO READ, UNDERSTAND AND ABIDE BY ALL SECA RULES,

REGULATIONS AND GUIDELINES THAT HAVE BEEN ISSUED BY SECA, AND WHICH MAY FROM TIME TO TIME BE ISSUED OR AMENDED.

PRINT LEGAL NAME

SIGNATURE

DATE

PRINT PARENT/GUARDIAN NAME (IF NECESSARY)

SIGNATURE OF PARENT/GUARDIAN (IF NECESSARY)

DATE OF BIRTH

FOR OFFICE USE ONLY: Membership Number _____

2017 South-Eastern Crate Association. All rights reserved SOUTH-EASTERN CRATE ASSOCIATION.

2017 ADULT RELEASE AND WAIVER OF LIABILITY, EXPRESS ASSUMPTION OF RISK, INDEMNITY AND VOLUNTARY CONSENT AGREEMENT

THIS AGREEMENT MUST BE CAREFULLY READ AND SIGNED IN CONSIDERATION OF my ability to participate in any and all motor vehicle racing series and events sanctioned, promoted, and /or operated by South-Eastern Crate Association sanctioning body at any and all facilities throughout the country during the 2016 season (January 1, 2017 through December 31, 2017) and any and all affiliated activities including, without limitation, driving, racing, training, learning, practicing, competing, maintaining vehicles, observing and spectating, or for any other purpose (hereinafter collectively "EVENTS") and/or IN CONSIDERATION OF my ability to enter into or upon any RESTRICTED AREA (hereinafter defined as including, but not limited to, the racing track and surface, pit areas, infield, paddock and garage areas, grandstand areas, and all walkways, concessions, and other areas appurtenant to any area where any area where any activity related to the EVENTS area or will be taking place) in connection with the EVENTS. The undersigned, on behalf of himself/herself, his/her personal representative, heirs, and next of kin (hereinafter collectively "UNDERSIGNED") hereby:

INSPECTION: Acknowledges, agrees and represents that immediately upon entering any RESTRICTED AREA, the UNDERSIGNED shall and shall continuously thereafter, inspect every area of the RESTRICTED AREA which the UNDERSIGNED enters, and the UNDERSIGNED further agrees and warrants that, if at any time, the UNDERSIGNED is in or about any part of the RESTRICTED AREA and feels anything to be unsafe, the UNDERSIGNED will immediately advise a representative, employee or agent of SECA and the owner or operator of the RESTRICTED AREA of such, and if necessary will leave the RESTRICTED AREA and/or refuse to participate in the EVENTS.

WAIVER AND RELEASE: Hereby RELEASES, WAIVES, DISCHARGES AND COVENANTS NOT TO SUE SouthEastern Crate Association, the operators, organizers, sponsors, and hosts of the EVENTS, officials, rescue personnel, the track and facility and location owners, lessors, leasees, inspectors, surveyors, underwriters, consultants and others who give recommendations, directions, or instructions or engage in risk evaluation or loss control activities regarding the track, facility and location, and each of their affiliated owners, subsidiaries, shareholders, officers, directors, managing agents, employees, independent contractors, members, agents, attorneys, investors, assigns, affiliated organizations and entities, and all other persons or entities participating or involved in the EVENTS (hereinafter collectively "RELEASEES"), FROM ALL LIABILITY to the UNDERSIGNED for any and all loss or damage and any claim or demands therefore on account of INJURY TO THE PERSON OR PROPERTY OR RESULTING IN DEATH of the UNDERSIGNED arising out of or related to the UNDERSIGNED's participation in any way in the EVENTS and/or the

UNDERSIGNED's presence in or upon the RESTRICTED AREA where the EVENTS are or will be taking place, even that caused by the ordinary NEGLIGENCE of the RELEASEES (hereinafter "LIABILITY"). The LIABILITY encompasses, but is not limited to, active or passive conduct, ordinary NEGLIGENCE RESCUE EFFORTS, and ordinary NEGLIGENCE enforcement of (or the failure to enact or enforce) rules, regulations and guidelines. It also encompasses, without limitation, LIABILITY concerning the ordinary NEGLIGENCE selection, use, operation, design and/or maintenance of any equipment, facility, location, or service related to the events.

MEDICAL CONSENT AND RELEASE: Hereby specifically AUTHORIZES AND CONSENTS TO RELEASEES providing and/or arranging for MEDICAL CARE OR TREATMENT OR EMERGENCY MEDICAL SERVICES OR RESCUE EFFORTS in the event of an emergency or in the event of an injury or medical condition that develops or occurs during participation in the EVENTS or during the UNDERSIGNED's presence in or upon the premises, facilities, and locations where the EVENTS are or will be taking place. UNDERSIGNED expressly WAIVES AND RELEASES AND AGREES TO HOLD RELEASEES HARMLESS from and against any and all LIABILITY arising wherefrom.

EXPRESS ASSUMPTION OF RISK: Hereby acknowledges that the ACTIVITIES are EXTREMELY DANGEROUS and involve the RISK OF SERIOUS INJURY AND/OR DEATH AND/OR PROPERTY DAMAGE. This agreement also constitutes an express and contractual ASSUMPTION OF ALL RISKS AND DANGERS associated with the EVENTS, which include, but are not limited to, the risk of being struck by objects or equipment and/or making contact with or colliding with other participants, spectators, other persons, and natural or manmade objects. The EVENTS will include participants of all skill and experience levels (including both professional and amateur persons) and varying levels of equipment, and UNDERSIGNED expressly assumes the risks associated with mixed and varying skill levels and varying equipment. RELEASING PARTY also acknowledges that there may be undefined and presently unknown risks and dangers associated with the EVENTS, and that there may be risks and dangers that may result from the ordinary NEGLIGENCE of the RELEASEES. This includes the potential ordinary NEGLIGENCE in the implementation or enforcement of (or the failure to implement or enforce) any rules, regulation or guidelines related to the EVENTS and/or the potential ordinary NEGLIGENCE in the selection, use, operation, design or maintenance of any equipment, course, competition, facility or service related to the EVENTS. UNDERSIGNED hereby expressly assumes all such risks and dangers whether presently known or unknown. The UNDERSIGNED, also expressly acknowledges that injuries received may be compounded or increased by ordinary NEGLIGENT RESCUE OPERATIONS OR PROCEDURES of the RELEASEES or others.

INDEMNITY AND HOLD HARMLESS: Hereby agrees to DEFEND, INDEMNIFY, AND SAVE AND HOLD HARMLESS the RELEASEES and each of them from any loss, liability, damage or cost (including attorneys' fees and court costs) they may incur arising out of or related to the UNDERSIGNED's presence in or upon the RESTRICTED AREA where the events are or will be taking place, whether caused by the ordinary NEGLIGENCE of the RELEASEES or otherwise. UNDERSIGNED also hereby agrees to DEFEND, INDEMNIFY, AND SAVE AND HOLD HARMLESS the RELEASEES from any loss, liability, damage or cost (including attorneys' fees and court costs) caused by or arising out of any action or failure to act by UNDERSIGNED during or in connection with UNDERSIGNED's participation in the EVENTS, and /or arising out of UNDERSIGNED's improper, tortuous, and/or criminal conduct.

INFORMED CONSENT AND VOLUNTARY PARTICIPATION: Fully acknowledges and understands that participation in the EVENTS will involve physical and strenuous activity and dangerous and changing circumstances and conditions. UNDERSIGNED has taken it upon himself or herself to be fully informed of the numerous inherent risks and potential dangers associated with the EVENTS, including the RISK OF BEING INVOLVED IN AN ACCIDENT, CRASH OR COLLISION AND SUFFERING SEVERE PERSONAL INJURY OR DEATH. UNDERSIGNED acknowledges that he or she has been informed that his or her PERSONAL

SAFETY CANNOT BE GUARANTEED. UNDERSIGNED acknowledges that his or her participation in the EVENTS is completely voluntary, and he or she believes that the potential benefits of participation outweigh the risks and danger associated with the EVENTS. UNDERSIGNED acknowledges that he or she has been able to ask questions regarding the EVENTS, and that all questions have been answered to his or her satisfaction.

OTHER PARTICIPANT OBLIGATIONS: Acknowledges that it is his or her responsibility to do all of the following: (1) fully disclose to RELEASEES any health issues or medications that are relevant to participation in the EVENTS; (2) inform RELEASEES if there are any activities or aspects of the program about which the UNDERSIGNED does not feel comfortable; (3) cease participation and promptly report any physical discomfort, illness or complications; and (4) clear his or her participation with his or her personal physician. UNDERSIGNED also acknowledges that he or she bears full responsibility to become aware of and familiar with any and all event, series, and facility rules, regulations, and instructions, and to follow such rules, regulations.

Hereby agrees that this "2017 ADULT RELEASE AND WAIVER OR LIABILITY, EXPRESS ASSUMPTION OF RISK, INDEMNITY AND VOLUNTARY CONSENT AGREEMENT" extends to ALL ACTS OF ORDINARY NEGLIGENCE by the RELEASEES, including premises liability and NEGLIGENT RESCUE OPERATIONS, and it is intended to be as broad and inclusive as is permitted by law. UNDERSIGNED acknowledges that THIS AGREEMENT IS INTENDED TO BE FULLY SEVERABLE, and that if any portion of this agreement is held invalid, it is agreed that the balance the agreement shall continue in full legal force and effect. That shall include modifying the agreement to allow the remainder of claims to be waived, released, and indemnified against in the event that the inclusion of any particular type of claim is found to be invalid or contrary to public policy. This agreement is to be interpreted and enforced under the laws of the State of South Carolina.

Hereby accepts all terms set forth herein and acknowledges this is the complete agreement between the parties regarding these issues, and UNDERSIGNED agrees and acknowledges that NO ORAL REPRESENTATIONS, STATEMENTS OR INDUCEMENTS HAVE BEEN MADE APART FROM THIS

AGREEMENT. RELEASING PARTY HAS COMPLETELY READ ALL THREE (3) PAGES OF THIS

AGREEMENT, FULLY UNDERSTANDS ITS TERMS, AND UNDERSTANDS THAT THIS IS AN IMPORTANT

LEGAL DOCUMENT AFFECTING SUBSTANTIAL LEGAL RIGHTS. UNDERSIGNED SIGNS THIS DOCUMENT

IN FRONT OF A NOTARY PUBLIC FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT,

ASSURANCE, OR GUARANTEE BEING MADE TO HIM OR HER AND UNDERSIGNED INTENDS HIS OR SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. UNDERSIGNED was given ample opportunity to read the agreement and/or have it reviewed by legal counsel of his or her choice. UNDERSIGNED was also offered a copy of this agreement.

_____ DATE OF BIRTH:

NAME OF PARTICIPANT (PRINT)

DATED: _____ SIGNATURE OF PARTICIPANT

STATE OF _____)

COUNTY OF _____)

Before me, a Notary Public, in and for said County and State, personally appeared _____ (Name of Participant), and who, having been duly sworn by me upon his oath, stated that the matters contained in the foregoing documents are true and correct this _____ day of _____, 20____.

MY COMMISSION EXPIRES: _____

NOTARY PUBLIC: _____

ADDRESS OF NOTARY: _____

NOTE: NOTARY PUBLIC SHOULD CONFIRM THAT ALL THREE PAGES ARE PRESENT AND THAT THE FORMATTING OF THIS NOTARY DESIGNATION IS CURRENT AND COMPLIES WITH THE REQUIREMENT OF THE LAW.

OR

NAME OF WITNESS (PRINT) _____

SIGNATURE OF WITNESS DATE _____