

2023 Rockford Speedway Rules & Specifications

***Last Updated 03-30-23 ***

(2023 Changes Highlighted)

Amendments Highlighted

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SECTION 1

GENERAL RULES

1. APPLICATION

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

2. COMPETITOR OBLIGATIONS

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

3. GENERAL STATEMENT

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

4. CONDUCT

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

5. TRACK POLICY:

IMPORTANT NOTICE TO ALL PERSONNEL:

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

SECTION 2

BENEFITS & INSURANCE

1 PARTICIPANT BENEFITS

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

2 BENEFIT PLAN

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

3 LIABILITY INSURANCE

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

4 MINORS

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

5 CLAIM INFORMATION

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

SECTION 3

GENERAL POLICY

1 STATE LICENSE REQUIREMENTS

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

2 PREVAILING POLICY

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

3 RESTRICTED AREA POLICY

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

4 RACE TRACK OPERATING PROCEDURE

- 4.1 The only people allowed on the racetrack and infield is racing staff & officials. Everyone must stay away at all times unless requested to assist for some special reason. Drivers may seek a place of safety in the infield following disablement. When disabled, stay in your car. Do not remove your helmet or seat belts. Do not get out and examine the damage to your car.
- 4.2 Do not enter the racing surface without expressed authorization an official will O.K. your entry at the track entrance and signal for you to proceed.
- 4.3 Pit crews, owners or personnel related to any car are not allowed on the track at any time.
- 4.4 The track may not be used for practice at any time other than the times designated in these rules. Management will not allow practice except as under the formal track rental agreements.
- 4.5 Any competing vehicle, whose speed has been reduced to a point where it causes a safety issue or retards the track activity, will be removed from the racing surface at the option of the officials.
- 4.6 Our racing program is based on the availability of enough vehicles qualified. If this number is not available, alternative scheduling or programming will be used. Racing events will be "lined up" to accomplish the best racing program.
- 4.7 No driver may get out of his car on the track or infield to argue or discuss the race with any official. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
- 4.8 Any event is completed when the leader has run over one half of the scheduled length or terminated by the Officials for safety reasons.

5 PAYOFF PROCEDURES

- 5.1 The starting drivers shall earn all points.
- 5.2 All payments will be made to the starting driver. All purse money is paid to the driver and or register car owner.
- 5.3 If a program is shortened by rain or by an unforeseeable or fortuitous event, yet 'considered' completed and no rain checks issued, payoff will be made for events completed.
- 5.4 All race results will be available at payoff. All winnings will be paid during Payoff.

- 5.5 Payoff is made in cash at the completion of each evening's events at payoff window.
- 5.6 Previous events payoff will be available at Pit Shack at the division next event. Any back pay made by check, will have a \$2.00 check fee deducted.
- 5.7 The driver or register car owner will receive 1099 tax information.

6 TEAM RESPONSIBILITIES

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

7 DRIVER ELIGIBILITY

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

8 RACE CAR PROCEDURE

- 8.1 Each car may qualify once. Qualify refers to time trials or qualifying heats, whichever event occurs first.
- 8.2 A driver may swap with a car that has qualified and competed in preliminary events. However, the driver must start in the rear. Driver may improve start position by running qualifying race and/or semi.
- 8.3 Failure to time trial or run preliminary races will exclude car from the feature field. E.I.R.I. will be used when field is less than posted starting number of cars.
- 8.4 Car / driver must run all preliminary events to maintain feature starting position. Exception to this rule based on damage or inability to complete by approval of Director of Competition only.
- 8.5 When available, an alternative to all features will be selected. Order of time trials, finish of preliminary races or top point driver in current point's basis will be used in selection of preliminary races or top point driver in current point basis will be used in selection of alternate.
- 8.6 An alternate starting field car may be selected to join the starting field if a qualified car fails to join the field at "one to go."
- 8.7 A driver may re-time trial an additional car; however doing so disqualifies the first car and time.
- 8.8 The driver who time trials the car must drive it in the racing program.
- 8.9 No drivers may be relieved without prior approval by track management or the Director of Competition.
- 8.10 **Transponder, RACEceiver & scanners.** Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track.
NO EXCEPTIONS
My Laps/ AMB Automotive Transponder (NOT a go-cart, RC, or motorcycle transponder) required in all classes, except Original Sixers. Rental units will be available.

SECTION 4

PROTEST AND INSPECTION

1 PROTEST

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

2 INSPECTIONS AND PENALTIES

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

SECTION 5

REGISTRATION INFORMATION

1. DRIVER / CREW REGISTRATION

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

2. NUMBER ASSIGNMENT

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

3. IDENTIFICATION CARDS

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

SECTION 6

PRACTICE NIGHTS & TRACK RENTAL

1. PRACTICE NIGHTS

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

2. TRACK RENTALS

- 2.1 The track is available for use at other times. Call track office for availability and reservation. Must reserve track rental time at least seven days in advance. NO Rentals on event day.
- 2.2 Rental times are 9 AM till noon; Noon till 3 PM; 3 PM till 6 PM
- 2.3 **Rental fee is \$200.00 for 3 hour time slot, per car for non R.A.C.E. members**
- 2.4 **Rental fee is \$100.00 for 3 hour time slot, per car for R.A.C.E. members.**
- 2.5 Rental times and rates are subject to change.
- 2.6 Multiple cars will be allowed during a track rental session, however only one car on track at a time. Fees will be charged on a per car basis.
- 2.7 "Rain checks" are not issued for any reason.
- 2.8 All individuals must sign a Waiver and Release prior to entering restricted areas.

SECTION 7

MINIMUM SPECIFICATIONS/Tire Rules

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

1 GENERAL

- 1.1 At any time, before, during or after an event, officials may require additional measures or equipment or make additional determinations, as they deem necessary to further reduce the risk to competitors.
- 1.2 All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare each car FREE of defects and in safe racing condition.
- 1.3 A quick release type approved safety belt of no less than three (3) inches in width is mandatory. Both ends must be fastened to roll bar cage with aircraft quality bolts not less than 3/8 of an inch in diameter. A steel plate may be welded to the roll bar cage on the right side of the driver so the belt can be brought down in such a manner that it will prevent the driver from sliding from side to side under the belt. The belt must come from behind the driver. Shoulder harness inertia reel not allowed. Belts must show manufacturer's production date within two years for LM, SP, ST and three years for RR, Figure 8, Bandits.
- 1.4 A padded head restraint with approved installation recommended.
- 1.5 Hans or Hutchins II device is highly recommended for all participants.
- 1.6 Center top of steering post must be padded with at least two inches of resilient material.
- 1.7 All cars must have approved five pound or greater fire extinguisher.
- 1.8 Each pit crew should have an approved fire extinguisher in ready reach for any emergency.
- 1.9 All competitors' helmets must meet the specifications set forth in Title 49, Code of Federal Regulations, Part 571, Federal Motor Vehicle Safety Standard Number 571.218 or meet the specifications, in ANSI A90.1-1971, ANSI Z90.1a-1973 and ANSI Z90.1b-1979, and meet SNELL minimums. **Minimum SNELL SA-2015 rating required, SNELL 2020 Recommended.**
- 1.10 Driver's seat must be fastened to the frame and must be located a minimum of eight (8) inches from the inside of the closest driver's door bar.
 - a) Rib rest shall remain flexible, not reinforced.
 - b) No fiberglass seats.
- 1.11 **Flame-retardant gloves are mandatory in all divisions, to be worn at all times on track.**
 - A. \$25.00 fine for first violation.
 - B. \$50.00 fine for second violation.
 - C. Suspension for third violation.
- 1.12 Window nets are required and must be used at all times. "Quick release" method of mounting is mandatory. Window net must be approved ribbon or mesh type. Window net must "fall down" when released. Helmet right side nets recommended.
- 1.13 All drivers must be protected at all times, including practice, with a recommended flame resistant driving suit of 2 piece top & bottom or undergarments.

2 BATTERY MOUNTING MASTER CONTROL SWITCH

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

3 FUEL REQUIREMENTS

- 3.1 Fuel cells must be separated from the driver's compartment by a full, complete metal firewall.
- 3.2 Fuel cells must be securely mounted between the frame rails and behind the rear end. Fuel cell must be adequately protected from behind and below by a triangularly braced fuel tank guard.
 - a) Minimum of two (2) 1 1/2"x 1/8" straps under and over fuel cell.
- 3.3 Cell must be protected with 1/8" steel plates on rear, left and right sides.
- 3.4 "Vent tube" must exit out the rear of the car.
- 3.5 Fuel tank must be minimum spec. tank of an outside 18 gauge steel canister, liner of plastic, or suitable rubber, sponge baffles, and boltable filler plate assembly with operable check valves.
- 3.6 Maximum capacity of fuel tank: 22 gallon.
- 3.7 Lowest point of the fuel tank and assembly must be minimum of 10" from ground on Late Model and AST cars.
- 3.8 10" minimum on all All-American Sportsman cars, from the ground. All-American Sportsman may use 2 - 1" square tubing for fuel tank support.

- 3.9 Roadrunners, NF8L, Bandits and Original Sixers may utilize an approved fuel container as an alternative to a fuel cell. Maximum capacity of 10 *gallons* must be mounted above trunk floor.
- 3.10 Fuel filler may not be mounted to body.
- 3.11 No electric fuel pumps. (Exception 3.12)
- 3.12 Short Trackers may use an electric fuel pump provided an on/off switch is within easy reach of the driver and labeled. Bandits, Internationals, and Original Sixers may use stock electric fuel pump.
- 3.13 No pressure fuel systems except Bandits, and Original Sixers
- 3.14 Absolutely no use of nitrous oxide or NO2 injectors will be allowed.
- 3.15 Regularly available pump gas or Racing Gasoline only as a fuel, no fuel additives allowed.
- 3.16 Fuel specifications violations will result in a cash fine of \$300.00 minimum to \$500.00 maximum.
- 3.17 **No E85 Fuel Allowed. Fuel must meet properties of track pump fuel.**
Fuel samples may be taken at ANY TIME and tested (digitron, specific gravity, germaine drop testing, water tasting and any other testing deemed necessary) . Alcohol, nitromethane, nitro propane, nitrous oxide, other oxygenating agents, other additives and/ or fuels that contain masking agents or oxygen are NOT PERMITTED. USE OF SUCH SUBSTANCE OR ADDITIVE WILL RESULT IN IMMEDIATE DISQUALIFICATION.
- 3.18 **OBORG Automatic Fuel Shutoff (part # SV0828)** is optional.

4 CAR APPEARANCE AND LETTERING

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

5 MUFFLERS

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

6 WEIGHT

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

7 MATERIALS

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

8 TRACK TIRE RULE

LATE MODELS

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

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

Tire Treatment of any kind is NOT permitted

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

This class will utilize the Hoosier D-800 only. Tire allotment will be done using a tire bank system, with 4 tires for first event of the season, and earning two (2) per week. Tires used in competition must be in **your** tire bank.

Week 1 – Must race on 4 new tires

Week 2 – May use 2 new or bank tires and use 2 used

Week 3 – Allowed 2 new or 4 if banked from previous week.

Visiting Cars: If no tire bank established, You will be allowed to run 4 new tires, but must start at the back for each event that night.

Used tire 4/32 tread depth maximum

You must compete in event to earn 2 new tires.

SPORTSMEN

OPENING NIGHT TIRES (Teams may purchase (6) new tires prior to season start, but must follow tire system listed below)

1st week- 4 new tires allowed

2nd week- no new tires

3rd week- 1 new tire allowed

Cars that miss a night or do not compete do not earn a tire and must run used tires until competing in (1) event to earn new tire.

SHORT TRACKERS

Same rules apply as the **Sportsmen**

8.1 Replacement tires (damaged, etc.) allowed only with Director of Competition's approval.

9 MISCELLANEOUS

- 9.1 Race Receivers required in all division racing (Except Sixers). Receivers must receive Race Control frequency 454.0000.
- 9.2 Instead of a receiver, radios allowed in the Late Model division only. If using a radio, driver must provide a spotter in designated Spotter area and driver must also monitor race control frequency. Any other use will result in confiscation of equipment and a cash fine. All frequencies must be registered with Officials before competition.
- 9.3 Appearance of pit personnel must be neat and clean. Remember -- your appearance and manner is a visual statement for your sponsors and fans.
- 9.4 Rockford Speedway Identification Patch must be displayed on all drivers' uniforms. It must be located above "chest pocket" area on either side.
- 9.5 "Series" sponsor patches may be required on your uniform.
- 9.6 Only one center mounted inside mirror. No outside mirrors except left "spot" mirror allowed. Cannot be mounted outside.). A 4-panel maximum wink mirror allowed.
- 9.7 Tow hook on front and rear required in ALL DIVISIONS. Front hook may be under hood. Tow hooks must be clearly marked with a 3" arrow of contrasting color. Must be made of chain or heavy cable thicker than .25".**
- 9.8 Suspension components including stabilizer bar may not be adjustable from the driving compartment
- 9.9 **ILLEGAL EQUIPMENT includes but is not limited to-** Nitrous or other injection systems, electric fuel systems, multi-coil, data acquisition, electronic traction-control devices.
- 9.10 Antifreeze not permitted. First offense: 1-week suspension.
- 9.11 "Stupid" leaking will result in the following fines:
A. \$25.00 first offense.
B. \$50.00 second offense.
- 9.12 Rookie drivers may display indication of such.
- 9.13 All prices for approved parts listed are at current pricing.
- 9.14 If the rules don't say you can do it-don't do it.

NASCAR Short Trackers

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

NOTICE

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

Transponder, RACEceiver & scanners. Transponders **MUST** mounted on the cars and in working condition at all times when cars are on the track. RACEceiver must be worn and in working condition at all times while a driver is on the track.

NO EXCEPTIONS

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

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

All wiring must be visible for inspection.

FUEL AND WEIGHT WAIVERS WILL NOT BE GIVEN

ELIGIBLE CARS

Four or six cylinder engine COMPACT CARS only permitted. No full-size cars, SUV's, crossovers, vans, or convertibles allowed. Wheel base must be between 90-109 inches. No all-wheel drive or all-wheel steering cars allowed. No mid or rear engine cars allowed.

ENGINE

Four or six cylinder engines only. NO supercharger or turbo chargers allowed. No chemical power adders of any kind (nitrous oxide, benzene, nitro-methane, etc...) allowed. Four cylinder MAX displacement is 2.5 Liters. Six cylinder MAX displacement is 3.8 Liters. Six cylinder engines over 3.5 Liters may only be of pushrod type. OEM STOCK variable cam timing is allowed. Cars MUST use OEM engine type and brand matching MAKE of car. (FWD Chevy engine in Chevy, FWD Dodge engine in Dodge car, FWD Ford engine, in Ford car, etc....) allowed. No aftermarket engine blocks allowed! Cylinder heads MUST be of stock casting for engine type being used (NO aftermarket heads). No engine swaps of non-stock engine types from other makes or models of vehicles allowed (No Dodge v-6 truck engine in Dodge Neon, etc...). Throttle bodies must be attached to the intake manifold and be in the stock location. No restrictors will be used during the 2022 race season. Midwest Dash officials reserve the right to place a restrictor on a car for fairness of competition at any Midwest Dash event. Throttle body EFI or multi-port EFI allowed. MAXIMUM of 1 fuel injector per cylinder allowed. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, aftermarket camshafts, pistons, connecting rods, valve springs, ARE ALLOWED. NO adjustable tuning devices allowed during a race.

TRANSMISSION

OEM style starter MUST be used and be OPERATIONAL at the start of each nights event. Stock OEM transmissions for make of car are required. ALL forward AND reverse gears must work. NO adjustable tuning device allowed during a race.

FUEL

Fuel is restricted to pump gasoline or racing gasoline. NO alcohol (Methanol or Ethanol), or E85 fuel is permitted. Any car suspected of using such fuels will be disqualified or not allowed to compete. NO fuel additives (benzene, nitromethane, etc...) allowed. Use of benzene or methane will result in expulsion from the series. If you protest your use of an illegal fuel or additive, the process will go as follows. Midwest Dash officials will draw a sample of your fuel from your fuel cell to be tested. You will receive no points or pay until lab results are received. If you are found to be using illegal fuel you will lose your points and pay for that event. The lab fee must be paid in full before you can compete in a Midwest Dash event again. If there is a second occurrence you will not be allowed to compete for the remainder of the season. If your fuel is found legal you will be awarded all points and pay earned from event.

EXHAUST

A complete exhaust system consisting of a single tube, extending from manifold or header exit, to an exit point behind driver's seat. Exhaust may exit to the left, right, or under car. If the exhaust exits under car, the exhaust must point down towards the track (no exhaust pointing at fuel cell or gas tank). If the exhaust is within 6" of fuel cell or gas tank, a heat shield must be in between exhaust and fuel cell or gas tank. Maximum exhaust tubing is 2 1/2 inch O.D. and must be same diameter from manifold/header collector, or flange/reducer to the system exit. Exhaust tips less than 7" allowed. NO open headers allowed. Exhaust may be welded, bolted or clamped, but NO exhaust leaks permitted the entire length of exhaust. Loose or leaking exhaust gaskets or connections may result in disqualification. "pin-sized" hole leaks may be waived at the discretion of Midwest Dash officials. Exhaust must route under floor pan and no part of exhaust system may enter driver's compartment. No dual exhaust systems. Mufflers ARE required. Cars MUST NOT be louder than 100 decibels!

FUEL CELLS

Fuel cells are MANDATORY in all cars. Fuel cells must be mounted in trunk area and no closer than 8" to ground. Maximum fuel cell capacity is 15 gallons. Fuel cells must be made for racing fuel cells. NO marine (boat) tanks, or portable gas containers (gas cans, jerry cans, etc...) allowed. Protective bars for the fuel cell are REQUIRED. All cars MUST have fuel cell protection bar that keeps car from going under rear bumper, and impacting fuel cell. Cars MUST also have protection above the rear bumper, to keep cars from hitting the top of fuel cell. Any fuel cell must be encased in a protective steel can and must be equipped with and anti-rollover valve and vented to outside the trunk at the left rear. Fuel cells must have a securely latching cap. Fuel cells must be mounted with a minimum of 1/8", 1" wide strap or 1" tubing. All cars must have a metal firewall completely sealing the trunk/hatch area from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so they cannot become dislodged or disconnected during a collision. Proper high pressure fuel line and fittings MUST be used. Any fuel line running through the drivers compartment MUST be ran through Steel tubing and painted RED with the lettering "FUEL LINE...DO NOT CUT" on it in white lettering. Any fuel system deemed unsafe by Midwest Dash officials will not be allowed onto the track until corrected.

LOCAL TRACK EXCEPTION. Drivers may be given a one race exception for stock gas tanks protected with a 3/8" steel skid plate on tracks 3/8 mile and smaller. Stock tanks will not be allowed on any tracks bigger than 3/8 mile or where tracks require them.

BODY

All exterior trim, lights, body molding, etc... must be removed. Air bags must be removed. All interior trim and flammable material must be removed from driver's compartment and trunk area. All glass must be removed, except front windshield, which may remain if deemed safe (no cracks or holes). All cars are required to have a front bumper cover, hood, both front fenders, all doors (2 or 4), both quarter panels, deck lid, and rear bumper cover. Roof must remain stock. Stock (no gutting) A pillars, B and C pillars should remain stock, except where room is needed for roll cage, then they may be gutted for cage clearance. NO flat sided bodies allowed. Stock appearing front or rear bumpers and covers or made for racing bumpers and covers allowed. Down force, shovel, or dirt late model bumper covers not allowed. Doors must be welded or bolted shut. Doors and interior may be skinned to allow room for roll cage and safety equipment. Skirting on front and sides allowed but must not be beyond 1/2" outside of tire and may not have sharp edges or ends. NO rear air diffusers allowed. NO splitters allowed. No venting of interior, roof, floor, fenders, doors, or trunk panels, (except fuel cell and drivers ventilation system) allowed. NO aftermarket hood scoops. Brake cooling ducts or vents connected to front bumper cover are permitted. Body panels must be securely fastened at the start of every event. Any body panel or wheel well opening deemed unsafe by Midwest Dash officials must be corrected before the car is allowed to compete. NO bars permitted through any body panel or bumper covers. Rub rails are permitted between front and rear tires and must be mounted flush to body. NO nerf style rub rails allowed rub rails must be 1" by 1" steel tubing or lexan decal protector type. Rub rails must not have sharp or rough edges.

NO body panel, skirting, or bumper cover lower than 3" from the ground allowed. Cars must have STOCK frame, STOCK firewall, and STOCK floor pans, complete and unmodified. Trunk floor must be removed under fuel cell. Hood and trunk/hatch must be secured with a minimum of 2 hood pins.

Front windshield may be replaced with Lexan (polycarbonate) or dirt screen. If using a Lexan windshield, you must have at least 1 center support. If using a dirt screen, you must have a minimum of 3 safety bars and must wear a full face helmet with eye protection. No material covering the passenger side window openings (lexan, or any other material). Midwest Dash officials reserve the right to have teams make changes to allow track safety crews quick and easy access to the drivers compartment. Rear deck spoilers are allowed. NO roof mounted spoilers. MAXIMUM spoiler size is 5" tall and 60" wide. Maximum height of spoiler may not exceed past 5" above deck surface. Fabricated spoilers may be see through Lexan or may be metal if it does not limit the visibility of hand gestures and signals. The front edge of the spoiler must be within 4' of the rear of the deck lid, measured horizontally. Spoilers may not extend more than 3' beyond the rear edge of the deck lid measured horizontally. No window mounted spoilers or any other window mounted aerodynamic devices are allowed. Window mounted NACA ducts for driver's ventilation systems are permitted. NO verticals, shark fins, bill boards, or similar devices allowed. NO brake lights, strobe lights, under car mounted lights, or headlamps allowed.

CAR SAFETY

Safety inspections will be conducted for each car on a yearly basis and at every Midwest Dash race event. Cars that meet Midwest Dash official approval, will be marked by tech officials. No car will be allowed to compete if it has not been safety inspected.

Roll cage must be a 4 or 6 point design and be made of round tubing (no square tubing). Tubing must be roll cage tubing (HREW, CREW, or DOM) and must be 1 3/4" or 1 1/2" (minimum) and have a thickness of .095. All tubing connections, seams, bracing, etc..., must be fully welded. No "tack-welds" permitted. All 90 degree connections must be gusseted. Cage must be securely fastened to floor/uni-body of vehicle. It is highly recommend the 4 point of cage be welded to 2" by 2" square or 1 1/2" by 2" rectangular tubing welded to the floor and rocker panels. You may weld cage to rocker panels or use 1/4" thick 6" by 6" "sandwich plates" if floor and rocker panels are not rusted out. Reinforcing plate, tubing, or steel angle on inside of rocker rails required. Main hoop of cage MUST include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Driver's side door bars must be arched away from driver's seat area. Driver's door bars must be connected by tubing or bracing to rocker rail to reduce inward bending in an impact. Driver's door bars MUST have a 1/8" minimum steel plate. Driver's side floor board must have a minimum 1/8" steel plate from firewall to rear of seat, securely welded to floor. Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting left and right door bars is allowed if behind the driver's seat. Bars extending through the front or rear firewalls must not mount past strut towers. Diagonal bracing from A pillars (front uprights) to dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged and may not connect closer than 10" from the rear bumper. Teams are encouraged to add extra bracing to the cage for safety. Any cage deemed unsafe by Midwest Dash officials will not be allowed on the race track.

Core supports may be reinforced or replaced with tubing. Core support may not extend rearward beyond the front of the front strut towers. Tubing connecting the core support to the roll cage is NOT permitted.

A battery main shut off switch is required and MUST be mounted with-in the driver's reach. Master ON/OFF switch must shut vehicle of over 2,000 RPMs. A fuel pump shut off switch is also required and MUST be mounted at the left front (driver's side) of

the interior, in a location that can be easily reached by the driver and the track safety crew. Fuel pump switch must be clearly labeled. Battery may be relocated to the area behind the driver. Battery MUST be in a sturdy battery box/compartment, securely fastened to the vehicle (welded or bolted). Any trunk mounted battery (by fuel cell) MUST be in a completely enclosed metal battery box or compartment completely sealed. Any fuel lines running through driver's compartment must be inside of metal tubing and painted RED with "FUEL LINE...DO NOT CUT" in white lettering. ABSOLETELY NO rubber fuel hose/line running through driver's compartment permitted.

Towing devices are required. A secure towing device (hook, chain, cable, or bracket, etc...) MUST be in place both front and rear and securely fastened. Towing device must be clearly labeled or painted with a bright color and be located so as not to present a hazard in the event of contact.

An aluminum FULL CONTAINMENT SEAT is MANDATORY. Seat must be mounted to roll cage using 1" minimum diameter tubing or material with the equivalent or better strength. Seat MUST be bolted with a minimum of four 3/8" bolts (grade 5 or better) with washers to prevent "pull through".

A minimum of a 3" wide 5 or 6 point safety harness is required and must be attached with grade 8 hardware or equivalent. Belts must have a certification date no older than 3 years (2019) and must have certification tags attached. Seat belts must be used and securely latched for any event and anytime the car is on the track.

A Snell SA approved helmet with no earlier than SA2015 certification required. Helmet MUST have certification tag inside. NO Snell M rated (motorcycle) or dirt bike helmets allowed. Helmets must be worn at all times on the track and must be securely fastened. Head sock or helmet skirt highly recommended.

Drivers are required to wear a flame retardant SFI rated driving suit. 1 piece or 2 piece allowed. Suit must be clean and in sound condition with no tears present. Flame retardant gloves (no mechanic gloves) and shoes are also REQUIRED.

HANS, NecksGen, or similar devices are MANDATORY. No foam wrap arounds or horse shoe neck collars permitted. All certification stickers must be no older than 4 years old (2018)

An SFI approved driver's side window net is required and must be securely mounted with the latching device at the top. Window net must not be "dry rotted" or frayed. Window net must be latched at all times when on the track.

Raceivers are MANDATORY and are a part of the driver's safety equipment. Every driver is responsible for making sure they have a fully charged battery and that their Raceivers work before going onto track. If you do not have a Raceiver you will not be allowed to compete.

At least 1 mirror is required. This is to prevent you from accidentally coming up or down on someone when changing lanes. This is not to be used to "mirror" drive and you will be black flagged for such driving.

All cars MUST have a fully charged fire extinguisher securely mounted in vehicle. It is highly recommended that a fire suppression system be installed.

SUSPENSION, DRIVETRAIN, AND BRAKES

Cars must maintain a ride height of 3" minimum at frame rails and body. No engine or drive train component may be lower than 3" (exhaust is an exception).

NO made for racing (Penske, AFCO, Pro or similar) shocks or struts allowed. NO adjustable or rebuild-able shocks or struts permitted (Any shock or strut with rebound or compression adjustment knobs, screws, rods, or bolts are prohibited). FWD strut or shock must have a MSRP of \$125 or less. RWD strut or shock must have a MSRP of \$150 or less. Stock appearing strut, shock, or spring must mount in stock location. Shocks or struts with threads permanently made in their bodies are prohibited. Stock type front control arms are required. Control arms and mounting locations may be modified for camber adjustment. NO after market radius rods allowed. NO solid metal bushings are permitted on control arms. Rear control arms must remain OEM stock. Rear control arm and tie rods may be replaced with swedge tubes and heim joints for safety. Stock rear trailing arm, control arm, and suspension mounting points may be reinforced. NO panhard bars are allowed.

Stock, aftermarket, and performance sway bars using stock mounting points are allowed. NO made for racing or multi-piece sway bars are allowed.

All four brakes MUST be working! ABS sensors must be disconnected or removed. NO functioning ABS systems allowed. Drilled or slotted brake rotors may be used. Brake calipers MUST be stock (no made for racing brake calipers). Brake cooling ducts allowed on front and rear brakes. Parking brake MUST NOT be used by the driver while competing. Stock brake master cylinder required. A proportioning valve, on rear brakes only, is permitted if it is not in the reach of the driver (preferably in the trunk or under hood). Pedals should remain stock.

Wheelbase must remain within 1" of factory and may not exceed 1" difference from side to side.

TIRES AND WHEELS

Hoosier 790 or 795 tires will be used in 2023. Teams may substitute DOT stamped tires with a tread wear rating of 200 or greater (must be clearly marked). Tires must be the same all four corners (either Hoosier or DOT radials). Soaking tires or use of any tire treatment, including armor-all, is PROHIBITED. 1 Sportsman Hoosier 790 will be allowed on LEFT side (driver's side) only for stagger purposes. (Weight penalty will be assessed for more than 1 sportsman Hoosier 790 on left side or any on right side).

Right side (passenger side) wheels MUST be racing wheel. Stock wheels may be used on left side (driver's side) only and must be sound condition (no cracks or bends). All wheels must be a MAXIMUM of 7" wide. Backspacing of wheels MUST be 2" or greater (no 1" back space). Only 1 wheel spacer per wheel, maximum of 1/4" thick allowed. Tires may not stick out of body more than 2". Track width of 75" MAX (measured with toe plates from outside of left tire to outside of right tire). If your tires stick out of the body too far you may not be allowed to compete.

1" lug nuts are mandatory and lug stud threads MUST be visible above the top of the lug nuts.

WEIGHT RULES

4 cylinder Base Weight

2300 lbs

Honda K series engine: K20 =**2500**lbs K24=**2650**lbs

6 cylinder Base Weight

2900 lbs for automatic transmission

3100 lbs for manual transmission

Any local cars with a 4 cyl engine bigger than a 2.5 must weigh **2800**lbs minimum

DOHC Add 50 lbs

Variable Cam Timing Add 50 lbs

Aftermarket pedals Add 50 lbs

SPORTSMAN 790 Add 50 lbs per tire

FWD WEIGHT PERCENTAGES

58% left side **MAXIMUM**

57%MINIMUM and **63%** MAXIMUM FRONT

RWD WEIGHT PERCENTAGES

58% left side **MAXIMUM**

50% MINIMUM and **58% MAXIMUM** rear weight

Weights may be adjusted for fairness of competition. All ballast (steel, lead) must be a solid mass. Ball bearings, steel shot, sandbag, or similar items are NOT allowed. All weight must be painted white and clearly marked with car number/name for easy identification, and must be securely mounted to vehicle (bolted, welded, etc...). Any weight lost during competition, whether involved in a collision or not, will result in immediate disqualification and possible suspension from further events.

NASCAR SPORTSMEN

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

NOTICE

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

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

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

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

1 WHEEL BASES AND ELIGIBLE MODELS

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

2 BODY AND APPEARANCE

- 2.1 All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, and hood and trunk lid. NO ABC Components, Sportsman Style body only. 'Referee' tool will be used for measurements.
- 2.2 Stock steel roof with A, B, & C posts required. Fivestar fiberglass metric Monte Carlo roof allowed in stock location with stock configurations, no cutting of posts. Min roof height 49" @ 10" from top edge of windshield.
Aftermarket muscle car bodies that utilize plastic fenders, aluminum doors, and plastic rear quarter panels are allowed. Five Star North American Sportsman bodies allowed.
All bodies must be symmetrical body. All bodies must also be symmetrical to the chassis.
NO offset.
NO Late model style bodies allowed.
NO Cambered rear ends.
- 2.3 Front wheel drive and truck body styles must be pre-approved by management (Lumina-Taurus-Avenger, etc).
- 2.4 Stock steel or professionally built aluminum bodies required.
- 2.5 Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut. No dishing, panning or altering of rear deck, fender, quarter panel, etc.
Rear deck must remain flat at all times.
- 2.6 Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed.
- 2.7 No multi-plane spoilers. **Maximum spoiler 5" (measured from deck plane) x 60"(measured across rear) max. Must be centered on rear tail section.** Spoiler may not extend outside body by more than 1-inch. No wings or skirts allowed. Clear spoilers only (No lettering)
Spoiler must be center on rear tail section. Rear deck height 36 ½" max. (Measured at center of rear deck where spoiler base meets deck) spoilers will be measured across the rear.
- 2.8 No air scoops or holes in hood allowed. Filler panels painted with reflective colors required.
- 2.9 Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. Sunroofs must be closed in with Lexan or Metal.
- 2.10 Body must be within 2" from outside of tires.
- 2.11 Tow hooks on front and rear required. .25" cable has proved inadequate.

3 WINDSHIELDS AND GLASS

- 3.1 Stock or Lexan windshields required, all other windows (if used) must be of Lexan & clear. Not tinted or smoky.

4. ENGINE LOCATION

- 4.1 Chevy engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. All other engines allowed a 2-inch set back. Minimum crankshaft centerline height 10.5" (front and back). Maximum offset (right-left) 3". Engine setback will be measured off the center line of spindle with Referee as measurement tool.

5. ORIGIN

- 5.1 Engine must be of same manufacturer as chassis.

6. ENGINE DISPLACEMENT

- 6.1 Maximum displacement 362cid (Chrysler products 368cid).

7. ENGINE BLOCK

- 7.1 No aluminum blocks
7.2 A minimum of zero deck height required.

8. ENGINE PISTONS / RODS

- 8.1 Flat top pistons required.
8.2 Magnetic steel connecting rods only. **Rod journal minimum diameter 1.900"**.

9. OIL PANS/OIL SYSTEMS

- 9.1 A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.

- 9.2 LS 5.3L ENGINE– Cast Iron GM 5.3L OEM stock block Bore size 3.810" dia. Maximum stroke 3.622" Compression ratio 10:8 Permitted heads, are stock GM Cathedral port with 60CC chambers .(Casting #'s 241,243,317,706,799,852,853,862,873 allowed) (NO EXTRA PORTING ALLOWED) Permitted valve size 2.00 IN / 1.55 EX (NO TITANIUM ALLOWED) Permitted valve spring 1.32" Max diameter w/ steel valve spring retainers (NO TITANIUM ALLOWED) Camshaft - hydraulic roller cam/lifters GM #88958770 RECOMMENDED Max lift .530" measured at the retainer ROCKER ARM RATIO must be 1.7 Crankshaft -GM STOCK 50LBS Connecting rods GM STOCK 6.098 LONG Pistons FLAT TOP ONLY Intake manifold HOLLEY #300-132, ELDELBROCK #2908, OR GM #88958675 CHAMP OIL PAN Ignition must be # LS1100 MSD 6014 CT IGNITION (TIMING MUST BE THE SAME FROM 3500-7000 RPM) RPM LIMIT 6400 (ALTERNATOR ALLOWED) CAST IRON EXHAUST MANIFOLDS ONLY (NO HEADERS ALLOWED) CARBURATOR HOLLEY 4412 2-BBL (SEE CARB SPECS RULES) 1" CARB SPACER MAX, STRAIGHT BORE ONLY. MUST NOT EXTEND DOWN INTO INTAKE PLENUM. SPACER GASKET MAX THICKNESS .070 FRONT DRESS IS F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) MUST USE WATER PUMP AND FRONT DRESS OF F BODY GM (2002 CAMARO 5.7 AS EXAMPLE) ATI BALANCER #917776 & JONES RACING PRODUCTS CT525 LOWER PULLEY

Note: components and weights for this engine option are going to be reviewed by Rockford officials and adjusted to ensure a competitive balance.

10. CRANKSHAFT

- 10.1 Production type steel crankshaft with normal configuration counter weights required.

11. CYLINDER HEADS

- 11.1 Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
11.2 The only stock replacement heads allowed are World Products SR I052 #4266B and #4267B.
11.3 Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required.
11.4 Maximum of two valves per cylinder.
11.5 No Bowtie, Vortec or 18-degree heads allowed on GM products.
11.6 Valve spring retainers are the only titanium parts allowed.

12. INTAKE MANIFOLD

- 12.1 Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required.
12.2 (Edelbrock Performer #2101 or Edelbrock Performer RPM #7101 allowed with 25# penalty)
12.3 No grinding, polishing or altering allowed.
12.4 No Bow-Tie manifolds.
12.5 Internal heat riser crossover must remain in place.

13. CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

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

14. COMPRESSION

- 14.1 Maximum 10.8 to one compression ratio.

15. EXHAUST

- 15.1 Center dump and log style manifolds allowed.
15.2 Max exhaust manifold inside diameter 2-inches.
15.3 No cast iron header style exhaust manifolds allowed.
15.4 Maximum diameter 2 1/2" before collector and/or muffler, 4 1/2" maximum diameter behind muffler.

15.5 Exhaust can exit beneath car and behind driver, pointing downward (max 100 decibels) or flush out passenger door w/decibel (max 95 decibels). Effective mufflers required. No stingers, inserts, cones, scavenger devices or other devices allowed in headers, collector or exhaust muffler at any time.

15.6 All exhaust door plates must be flush at all times with or w/o rub rails.

16. CARBURETOR

16.1 Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or 1.375" Rochester allowed on all cars.

16.2 No alterations except removal of choke "Butterfly" allowed.

16.3 Double return springs required.

16.4 Holley 4412/650 cfm carburetor #80541-1. No Holley Ultra XP Carburetors allowed.

16.5 Carburetor Rework Guidelines:

A. Body of Carbs:

1. No polishing, grinding, or drilling of holes allowed.

2. Gasket surfaces may be machined for improved sealing.

B. The choke may be removed, but all screw holes must be permanently sealed.

C. Choke horn may not be removed.

D. Boosters may not be changed. Height, size, and shape must remain standard and unaltered.

E. Venturi area must not be altered in any manner. Casting ring must not be removed.

F. Base plate must not be altered in shape or size.

G. Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in Butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.

H. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.

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

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

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

17. CARB SPACERS, GASKETS, MOUNTING

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

17.2 No adapter allowed on CCMP.

18. AIR INTAKE

18.1 No cold air induction air boxes. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees.

19. FUEL SYSTEMS

19.1 OEM type, mechanical fuel pump, in original location, required.

19.2 Steel fuel lines located outside driver's compartment required.

19.3 Remote fuel filter allowed.

20. ELECTRICAL

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

20.2 **ALL OPEN** engines will use the 6600 chip. Only MSD Soft Touch rev limiter numbers allowed are 018-8727CT or 018-8728

21. COOLING SYSTEM

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

21.2 **NO ANTI - FREEZE ALLOWED AT ANYTIME.**

22. CLUTCH, PRESSURE PLATE AND FLYWHEEL

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

23. TRANSMISSION / TRANSAXLE

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

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

Option 1; install drain plug in torque converter.

Option 2; remove torque converter for detailed inspection.

23.3 All forward and reverse gears must operate.

23.4 Transmission overflow bottle required. No rubber transmission lines.

23.5 Transmission cooler not allowed in driver compartment.

23.6 A manual stock OEM transmission will be permitted.

23.7 All gears must be operable.

23.8 No 5-speed transmissions.

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

23.10 A minimum 7.25" diameter, two disk minimum clutch allowed with **80 lbs** added to minimum weight. No carbon fiber, poly, slipper or centrifugal clutches allowed All manual transmissions must run steel bell housing or a scatter shield constructed of 1/8 inch steel covering the top 180 degrees of the clutch. No reverse mount starters.

24. DIFFERENTIAL

24.1 Rear end must be stock for that make car.

- 24.2 Ford 9" allowed, unlocked or locked by welding or spool only. Floater rear-end allowed with stock or stock replacement OEM brake calipers. **No aluminum parts except for drive flange**
- 24.3 If using 9" ford rear-end, upper control arm mounts on frame may be raised max. 1".

25. DRIVELINE

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

26. BRAKES AND PEDAL ASSEMBLY

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

27. FRAMES AND UNIBODY

- 27.1 GM chassis must retain original wheelbase. Ford/Chrysler may use GM Frame.
- 27.2 Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point.
- 27.3 Front stub and rest of frame must match.
- 27.4 Steel firewall and floorpan required.
- 27.5 Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.
- 27.6 Minimum frame height 4.75".
- MID SIZE GM METRIC CHASSIS**-Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Rear end may not exceed 60 inches in width from axle flange to axle flange. Aftermarket or S-10 axle required on right side of metric rear ends.

28. ROLL BARS / CAGE

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

29. SUSPENSION

- 29.1 Any stock appearing steel spring that fits in original mount in original position allowed. **One (1) conventional single coil spring rubber per spring allowed. Spring must be magnetic steel with maximum retail price of \$60.**
- 29.1A Aftermarket stock appearing spring 8 1/2" X 5" min
- 29.2 No heim joint shocks allowed. No shock covers allowed. Must be mounted in same holes on each side of the rear-end.
- 29.22 One steel non-adjustable, non-re-buildable shock, with a welded bearing (on at least one end), with a maximum MSRP \$150, allowed per wheel. **QA-1 series 50, 51, 5Q, and 62 allowed on Front only (Max MSRP \$160). All internal components must remain as manufactured by QA-1 Add 50# to overall weight.**
- 29.3 Screw Jacks, spring adjusters, adjustable spring spacer units where shock mounts through spring (front), screw type (wedge bolt) where shock mounts outside spring (rear) allowed.
- 29.4 Spring buckets may protrude through floor pan.
- 29.5 All other components must remain stock and in stock location, except where otherwise stated.
- 29.6 Lower A-frames may have bushings replaced with steel insert type.
- 29.7 Rear Control link rubber bushings may be replaced with approved non-metallic unaltered stock replacement parts.
- 29.8 Tubular upper A-frames allowed, may relocate upper frame mount.
- 29.9 No mono ball, heim joints or clevis' permitted on suspension components.

- 29.10 Stock front, solid (non-tubular) passenger car stabilizer bar or maximum 1 ¼" tubular sway bar in stock position allowed.
- 29.11 Frame mounted stabilizer adjusters allowed.
- 29.12 1" shock extenders in front and 2" in rear allowed.
- 29.13 No lift bars, rear sway bar or traction devices.
- 29.14 Non-adjustable rear control arms with stock dimensions, Must be mounted in the same holes on each side of the rear-end and approved unaltered stock style bushings allowed.
- 29.15 No bump stops, compression/rebound limiting or coil bind, coil spring bumps set-ups, no chains, Bolts, straps etc. No trick springs or progressive rate springs allowed. Conventional type spring only. **NO BUMP STOPS ALLOWED**

30 SPINDLES AND HUB

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

31. STEERING

- 31.1 Fabricated steering column must incorporate 2 U-joints.
- 31.2 Steering center link may be aftermarket or modified. (heim joints allowed, add 25#)

32. GROUND CLEARANCE

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

33. WHEELS

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

34. TIRES

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

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

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

Tire Treatment of any kind is NOT permitted

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

OPENING NIGHT TIRES

1st week- 4 new tires allowed

2nd week- No new tires

3rd week- 1 new tire allowed

Cars that miss a night or do not compete do not earn a tire and must run used tires until competing in (1) event to earn new tire.

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

35. WEIGHT

ALL WEIGHTS INCLUDE DRIVER

- 35.1 Minimum total weight is **3000** lbs for 602 Crate Engine
- 35.2 Minimum total weight is **3100** lbs for 5.3 LS Engine
- 35.3 Minimum total weight is **3025** lbs for Open Engines non LS
- 35.22 52% front axle, and 42% right side.
- 35.3 All weights must be properly anchored to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail.
- 35.4 Ballast must be painted white and lettered with car number.
- 35.5 Management reserves the right to alter, change or adjust weight limits at their option and add additional weight to non-conforming cars.

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

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

CCMP
CONCEPT CRATE MOTOR PROGRAM

Approved CCMP models are:

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

Base Weight: 3,000 pounds

MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT ONLY with maximum **6200** chip **mounted on passenger side of car furthest right as possible out of reach of driver or under the hood.**

All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be re-certified, allowing for more in-depth technical inspection throughout the season.

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

Crate motors must remain as is from factory, All factory seals must stay in place. Cam Doctor and Dyno Test will be used to check crate engines.

Crate Motor Compliance: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing for one calendar year.

NASCAR Late Models

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

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

BIG 8 SERIES CARS LEGAL

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

Events: David Deery 815-633-1500

SAFETY AND APPEARANCE

SEATS

Approved aluminum driver's seat required.

Seat must be fastened to frame/roll cage and located to give adequate distance from driver's arm to door bars.

Shoulder supports on right and left sides of seat and head support on right are required.

Full containment seats recommended.

SAFETY BELTS

Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required.

Belts must be anchored to roll cage or frame. Grade "5" bolts and hardware required.

Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height.

Belts must be dated 2020 or newer.

6-point belts (double crotch strap) are recommended.

Hans or Hutchins II device is highly recommended for all participants. Competitors using the HANS device may use a standard three-inch (3") or the Schroth racing two-inch (2") shoulder strap. Schroth Racing shoulder strap system has been specifically designed for use with the HANS Device.

-Schroth part numbers are: profi iii-6fh; hybrid iii-h; profiiii-6h.

DRIVING COMPARTMENT

Cockpit must be completely sealed off from engine compartment and fuel cell.

Padding required around driver including steering post

Securely mounted fully charged fire extinguisher with visible dial type gauge required.

Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended.

Clearly labeled push-pull or toggle type kill switch accessible from either side of car required.

No suspension components including stabilizer bar can be adjustable from the driving compartment.

DRIVER'S ATTIRE

Complete approved fire retardant driving suit and gloves required.

Eye protection and a Snell SA-2015 helmet or newer required. 2020 recommended

SFI-38.1 Head and Neck restraints, fireproof shoes, and fire systems recommended.

APPEARANCE

A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste.

Numbers: 18-inches on both doors, and roof, readable from the right side.

1" square rub rails allowed, mounting must be within 3" of ends & ends must be tapered and capped.

MISC

Management and/or officials reserve the right to impound a car at any time for any reason

All parts declared illegal by inspection will be confiscated by Officials and disposed of at their discretion.

Transponders must be mounted 6"-8" in front of rear axle centerline.

CHASSIS, ENGINE & BODY

WHEELBASE & TREAD WIDTH

Minimum wheelbase 104", plus/minus 1 inch

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

Will be measured with the referee.

CHASSIS

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

ROLL CAGE

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

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

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

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

Floor pan under driver must be heavy-gauge steel.

SUSPENSION

Conventionally mounted 5-inch springs or coil over type suspensions. Spring must be magnetic steel with maximum retail price of \$100.00. Minimum coil over spring free height will be 10" (inches) anything shorter will not be allowed. Will be measured with spring off the shock. Springs on Camaro or stock style fab chassis cars, minimum spring free height rule will be 8.5" (inches) this spring dimension is 8.5" (inches) X 5" (inches). Springs will be measured off the car.

Approved Non-Adjustable Shocks (Maximum retail price of \$210) series; Afco 13T, R, S, 21, ARS 2000, Bilstein SZ, SN, Genesis GSO, Integra 431, Pro A, AC, TA, PG, QA1 21/26, QA1 16, 50/51, 62/67 63. Manufacturer's components must be used, valving optional.

Post-Race shock disassembly is the responsibility of the Car Owner/Crew Chief. Bring Tools or make arrangements.

NO Bump-Stops/Rubbers, Compression/Rebound-limiting or Coil-Bind set-ups. NO chains, bolts, straps, coil bind, etc. Coil

Binding ---Cars will be inspected by using a 1.5" (inches) ramps. Bumper must be mounted solid. Nose must comply with minimum nose heights rules at all times during the inspection procedure. Front of car will be pushed down to the ground by crew and officials and held there. The nose must touch the ground. Visual inspection by officials to meet the no bumping or coil binding rules will be done. Other means of inspection may be used.

One shock/spring per wheel. One (1) conventional (single coil), spring rubber per spring allowed.

Koni shocks **WILL** be allowed. 30 SERIES part numbers 7325, 7436, 7499, 7647, 9325, 9436 (adjustable, non-Rebuildable) mandatory 7" on the front and 7" or 9" on rear only, bump stop enclosed in Koni package will **NOT BE ALLOWED**. Cars with Koni package on all corners will receive a 25lb. weight addition.

No shock covers

All shock absorbers will have min of 2" inches of travel (compression and rebound) in mounted position at all times.

Cars will have 2 minutes (post-race/ post-podium) to rebound to body height requirements, without any assistant with driver in car.

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

No Coilover eliminators or sliders allowed.

No lift bar, fifth coil or other spring-loaded/hydraulic suspension device allowed. No rear stabilizer bars. 1/8" protector plate in front of left rear trailing arm required. (or may be boxed)

SPINDLES & HUBS

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

Wide five hubs and spindles allowed with **no** weight penalty.

No oil filled or oil fill-style hubs allowed.

STEERING

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

Quick release steering wheel hub required.

Collapsible steering shaft recommended.

REAR END

Stock or rear spur gear type quick change units with steel tubes, No mini type (**8.5" or less**) quick change. Maximum camber 1/2 degree. No lock out plugs.

Spool or ratchet differentials only (maximum ratchet price is \$700.00) No torque sensing or any other differentials will be allowed.

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

Magnetic steel axles only, gun drilled axles allowed. Left and right side gun drilled axles must have same I.D and O.D.

Solid axles must have a minimum of 1.125 O.D.

Crowned axles not allowed. Traction (wrap-up) axles not allowed.

Left & Right side axles must be same style/type.

BRAKES

Four wheel brakes required at all times.

Single or dual piston (steel or aluminum) calipers.

Maximum retail price \$190.

Dual Piston Brake Caliper Maximum retail price \$190.

Single Piston Caliper no weight addition

Any single, dual or four piston caliper brake system allowed with **NO** weight penalties. (Maximum retail price \$190)

NO Thermal Lock Pistons allowed

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

No floating calipers or rotors, no self-centering rotors, ABS units or brake recirculation systems.

Only one brake bias adjusting unit per car.

No blower motor devices allowed. Wheel fans allowed

ENGINE LOCATION

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

Ford and Chrysler allowed 4" engine set back. 302 Ford allowed 4" engine set back with 30 lbs penalty, otherwise 2" set back.

Ford/Mopar based engines may have weight adjusted in the spirit of competition.

Crankshaft centerline 10" minimum ground clearance.

ENGINES

Limited Concept Engine – *Call for provisions, where home track rules differ.*

Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: ***** REMINDER ***** Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250, Dart Head part# 10110010 thru 10220010, Dart Iron Eagle 180 sbc 23* cyl head are allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, **LA-X** heads. Casting numbers must be visible on all heads. Gasket matching not permitted. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900". Oil pan minimum depth 6.5". A 3/4" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600" (measured at retainer)., **only 3/8", 5/16" or 11/32" valve stem diameter allowed.** OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed.

Only ONE ignition box allowed and must be out of reach of driver No add-on or inline Rev Limiters allowed. Rev Limiter must be built into ignition box.

Rev limit of 7400 is required on all open engines (except crate motors 6400) open and LS engines are 7400 RPM chip. 604 crate engines are 6400 RPM chip.

Production type steel crankshaft with normal configuration counter weights. No dry-sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362.

Intake Manifold: Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as-produced. No porting modifications, including gasket matching. No spacer/Adaptor plates to head. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.

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

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

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

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

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

Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Metering block stock or HP metering blocks allowed with a maximum of 3 emulsion holes per side, metering blocks with additional holes may be plugged and non-functional. No aftermarket blocks permitted. Holly 4412-2bbl only / Holley ultra-series carb not allowed. The Holley aluminum (part# 0-4412sa) 500cfm carburetor is not approved at this time.

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

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

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

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

Carb Adaptor: 1 5/8" adaptor plate maximum thickness, with gaskets adaptor may protrude into plenum of intake manifold by a maximum of ¼". Tapered or beveled adaptors are allowed. Adaptors are one piece only.

This does not apply to crate motors.

LS Spec Engine must use 1" spec adaptor plate by Wagner part# WA0349.

No Holley Ultra XP Carburetors allowed.

RETURN SPRINGS & AIR CLEANER

Double return springs required

Air boxes allowed with cowl inlet only.

GM Crate Engine

Part number 88958604 and 19318604, must be used as produced. Maximum 2" set back. Ignition: MSD with Rev-control required and must be out of drivers reach. No add-on or inline Rev Limiters allowed. Rev Limiter must be built into ignition box. Mounting on right side of dash required. RPM limit will be listed on the Event Entry Form. Carburetor: Holley 650-HP P/N 80541-1 required. No modifications allowed. All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season. Factory/Certification Seals may be removed by Officials for tech purposes, Tech staff reserves the right to impound motors for inspection or dyno testing. GM Crate engines weight #2775 Stock, 2825 Rebuilt. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer, Carb Spacer. **Compression limit 9.7 to 1, 6400 RPM chip on crate motors.**

ALL CRATE AND LS 5.3 SPEC ENGINES SHEETS MUST HAVE A COMPLETE ENGINE BUILD SHEET ON FILE WITH BIG-8 LATE MODEL SERIES/ROCKFORD SPEEDWAY.

EXHAUST

Headers allowed on all engines (max retail price \$650). Tri-Y not allowed, no Merge-Collectors. NO Stingers, inserts, cones, scavenge devices or any other devices allowed in header collector at any time.

Exhaust must exit in front of rear axle (pointed towards the ground) or out passenger door. Under car allowed 100-decibel max.

Right door exit must be 12" max from ground, not pointed up, and be 95-decibels max.

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

NOTE some tracks may require exhaust to be under the car.

Track rules apply when applicable.

NO custom, one of a kind or homemade headers.

No weight penalty of exhaust out the door, but Be exhaust MUST REMAIN FLUSH.

CLUTCH, TRANSMISSION & DRIVESHAFT

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

Made-for-racing clutch required. Two disk 5 1/2" minimum. Carbon clutch not permitted.

Steel or Aluminum driveshaft minimum diameter 2 1/2". Safety hoop required on front half of driveshaft.

Driveshaft must be painted a bright reflective color.

RADIATOR/COOLING

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

Fan protection and overflow tank located in engine compartment required.

Water pump must be stock type in stock location.

Antifreeze is not allowed.

FUEL & FUEL CELL

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

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

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

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

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

All vents must be valved to eliminate leakage.

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

Oberg Fuel Shut-Off (Part # SV0828) is optional.

Fuel must meet properties of track supplied fuel. NO E-85 FUEL ALLOWED

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

BODY & APPEARANCE

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

Minimum roof height 47". No minimum frame height. Will be measured with the referee.

Spoiler: Single plane, 5"(measured from deck plane) x 60"(measured across rear) max. Spoiler must be clear (no lettering) and will be enforced. All heights and measurements will be with driver in car in seat.

Five Star Next Gen, Original ABC body configuration and AR Revolution Series Body are approved and must be mounted in accordance with The Five Star Referee specifications and allowances.

Any non-approved (ABC or short track late model body) will add an additional 200 lbs.

No carbon fiber components of any kind.

Deck height 34.5" max.

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

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

No venting cockpit air allowed. 2 – 3" maximum diameter hoses and ducts allowed for driver cooling.

Air box between nose and radiator may have no pieces wider than radiator 29" (inches) max Air may not be blown or forced onto tire or bead. Air maybe only directed to brake rotors. NO under body air deflectors or panning allowed. All air for ducts and cooling must be pulled from radiator air box or nose.

Weight penalties may be assessed for bodies not conforming to Five Star guidelines, dimensions, and/or templates.

WEIGHT

Limited Concept Engine –**2825** lbs. Chrysler over 362 – 2870 lbs. 7400 chip

GM Crate Engine with RPM Rev-control – **2775 lbs. min.**

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

GM Crate Engines max rev limit 6400

(Rebuild MUST be done by an approved engine builder)

La Crosse 9 to 1 or 10.5 engine iron intake & exhaust, conventional springs, GM brakes – **2825** lbs.

(La Crosse shock rule applies)

LS 5.3L SPEC Engine – 2900 lbs. (must have 40# mounted directly to engine block)

LS engines must have a chip, 7400 max RPM mandatory

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

Gas allowance for Heats and Features will be listed on the Event Entry Form.

1/2 # per lap...1/3 mile or less

1 # per lap.....3/8 mile or larger

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

Ballast must be painted white, lettered with car number **and be readily available for less than \$4 per pound.**

WHEELS & TIRES

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

Approved Big 8 Series Tires **required.** Series will be running the Hoosier D800 tire

Marked tires must be used for all competitive events.

Altering of any kind to the tires (softening) is not permitted.

No Air Bleeds or Bead Blower allowed.

TOW HOOKS: Tow hooks on front and rear required.

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

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

ELECTRONICS:

Radio frequencies must be registered with the tech officials.

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

Data recording/acquisition not permitted.

Transponders must be mounted 6"-8" in front of rear axle centerline.

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

***** Continuous developments in racing may necessitate changes. If necessary, we may update, modify and add to or delete rules. The "EIRI" (Except In Rare Instances) rule is always in effect and applicable.**

Research and development of AFR (Air Flow Research) Aluminum cylinder heads 2021 season

Certified engine builders only may participate in this limited program (starting weight 2900#)

Contact series technical director for more information.

NASCAR

Roadrunners

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

NOTICE

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

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

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

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

1. WHEELBASE AND ELIGIBLE MODELS

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

2 THE CAR AND BODY

- 2.1 Complete bumper-to-bumper steel uni body must be retained.
- 2.2 The stock steel unaltered floor pan, firewalls, must be retained. **Trunk floor construction & wheel wells may be removed.**
- 2.3 Cars must be strictly stock. No cutting, chopping, shortening or cutting allowed. No holes in the hood (**No hood scoops**) or roof. Hood must be kept in place at all times. Front latch must be removed and racing style hood pins must be used. No threaded rod, wire or bolts. Body sheet metal must be kept in place at all times.
- 2.4 Front firewall must be sealed. No holes. Rear seat may serve as firewall.
- 2.5 Trunk may be sealed off with sheet metal if not removed.
- 2.6 Any sharp protruding objects on cars or in driver's compartment must be removed.
- 2.7 All doors must be welded shut.
- 2.8 A flush, securely mounted exterior driver's door protection plate is permitted.
- 2.9 Stock seat may be replaced with a "made for racing" seat with approved installation (see section 7-1.10). Stock factory retracting shoulder harness must be replaced with a minimum five (5) point racing belt system
- 2.10 Seat must be mounted in straight-ahead position.
- 2.11 Dash may be removed when a four-point roll cage, with dash bar installed at dash height between the "A" posts of the cage, is installed.
- 2.12 Cars that utilize stock bumpers must have welded 1/8" steel corner plates on both sides attaching to bodywork. **Aftermarket nose pieces & tails are allowed with use of bumper bars on front & rear, No ductwork allowed**
- 2.13 Each stock bumper must have 2 safety chains.
- 2.14 No additional bracing of frame or unibody allowed.
• Rear spoilers allowed, Maximum spoiler height 3". Spoiler may not extend outside body and must be clear.

3 WINDSHIELD AND GLASS

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

CONCEPT CRATE MOTOR PROGRAM

Approved CCMP models are:

GM 602 CCMP motor will be allowed one Holley 2 bbl 500 cfm carburetor #80541-1 with adapter plate **044-85060**

Base Weight: 3,400 pounds.

MSD Soft Touch Rev Control Part #018-8728 or 018-8727CT ONLY with maximum **6200** chip mounted in passenger side of car furthest right as possible out of the reach of driver or under the hood.

Crate motors must remain as is from factory, All factory seals must stay in place. Cam Doctor and Dyno Test will be used to check crate engines.

Crate Motor Compliance: Any GM crate motor deemed illegal, seals, cam, heads to be subject to a \$1000 fine and loss of racing for one calendar year.

• Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be re-certified, allowing for more in-depth technical inspection throughout the season.

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

4 LOCATION

4.1 Engine must be in stock location, Stock rubber mounts or Steel motor mounts allowed p/n 91605009 (Speedway Motors)

5 GENERAL ENGINE CHARACTERISTICS

5.1 Engine must be strictly stock for make & model GM for GM, Ford for Ford, and Chrysler for Chrysler

5.2 No after-market racing parts.

5.3 602 Crate Engine will be allowed with factory seals NO rebuilt engines.

6 ENGINE DISPLACEMENT

6.1 Stock stroke.

6.2 Overbore of .060 allowed for all makes.

6.3 Maximum cubic inch: GM 360, Ford 362, Mopar 368

7 ENGINE BLOCK

7.1 Engine block *exactly* as produced by manufacturer.

8 ENGINE PISTONS

8.1 Stock OEM ONLY.

8.2 No "made for racing" pistons.

8.3 Pistons must be the original or same as original.

8.4 "press" pins only

9 OIL PAN

9.1 Stock only, with NO additions or alterations.

10 CRANKSHAFT & BALANCER

10.1 Stock only, replacement must be original OEM.

10.2 Unaltered SCAT #9-10442 or SCAT #9-10526 allowed

11 CYLINDER HEADS

11.1 Stock Heads only.

11.2 No after-market, "Bowtie", Vortec, swirl port, double hump, SBC angel head, aluminum, high performance or altered performance heads.

11.3 "305" heads on 305 engines only.

11.4 Altered heads will be confiscated.

11.5 Maximum valve sizes are: GM 1.500 exhaust 1.940 intake
Ford Windsor 1.650 exhaust 1.850 intake
Mopar 1.600 exhaust, 1.900 intake

12 INTAKE MANIFOLD

• Open motors may run Edelbrock p/n: 2701 Performer EPS intake with adapter plate #044-85060

13 CAMSHAFT, VALVE LIFTERS AND ROCKER ARMS

13.1 Hydraulic cams ONLY.

13.2 No solid lifters or solid lifter cams. Must pass leak test of minimum of one hundred thousandths.

13.3 Cam lift not to exceed .420 at valve. (Ford / Chrysler cam lift .460)

13.4 Stock lifters. Stock push rods. Stock rocker arms.

14 COMPRESSION

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

15 EXHAUST

15.1 Stock cast iron log style manifolds with no modifications as provided on engine, No Aftermarket style, port polishing or tubular style or removing of humps. No center dump styles allowed.

15.2 Exhaust must terminate behind driver pointing downward and within 18" of rear end housing. Two (2" O.D.) pipes allowed. No "H" pipes, X pipes, or balance pipes allowed.

16 CARBURETOR

- 16.1 Carburetor must be stock OEM Street applicable.
- 16.2 Carburetor must be 2 bbl. with Venturi size not to exceed 1 3/4".
- 16.3 Carburetor paper gaskets may not exceed 1/4" on Rochester carb.
- 16.4 Must have stock unaltered booster cluster with minimum booster height of .625"

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

**** Carb adapter max 1" Part number 085-050 (Canton Brand) only for open motors without 4bbl intake**
**** Carb adapter max 1" Part number 044-85060 (Lefthander) only for 602 crate motors**

17 CARBURETOR SPACERS

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

18 AIR INTAKE

- 18.1 **No cold air induction air boxes. Two piece 14 inch O.D. air cleaner cover required, maximum height 4" and must be open for the full 360 degrees.**

19 FUEL SYSTEM

- 19.1 Stock OEM mechanical fuel pumps only.

20 ELECTRICAL / BATTERY

- 20.1 No dual point distributors.
- 20.2 Stock distributor, stock coil in stock locations.
- 20.3 No digital gauges (including tach) no electronic monitoring computer devices capable of storing or transmitting information, expect for recall analog tach.
- 20.4 Batteries may be securely mounted under the hood forward of firewall and covered or relocated to heater core area & recessed **or** ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12-volt system.
- 20.5 MSD Soft Touch Part Number **018-8728** or **018-8727CT** required if using 602 Crate Option (Mounted out of reach of driver)
- 20.6 MSD Max **6200** RPM (Track may change this at at time to keep competition fair).

21 COOLING SYSTEM

- 21.1 Stock OEM radiator or aluminum aftermarket radiator (**\$210 max**) in stock location.
- 21.2 No electric fans.
- 21.3 One-gallon overflow catch-can must be maintained inside engine compartment.
- 21.4 No extra engine coolers.
- 21.5 No antifreeze allowed.
- 21.6 Approved radiator support by tech staff will be allowed.

22 CLUTCH -- DOES NOT APPLY

23 TRANSMISSIONS

- 23.1 Stock automatic transmission with at least three (3) working forward gears. 12" Torque converter. Transmission must have all functions including "Park"
- 23.2 Stock type shifter only.
- 23.3 A single external transmission cooler may be used.
 - (a) Must be mounted under hood, in front of firewall, **BEHIND RADIATOR** support on right, between wheels well.
 - (b) Maximum cooler size 10"x15.825"
- 23.4 No rubber lines used in transmission cooling. Must be steel.
- 23.5 No turbo 200 metric transmission allowed (th200)

24 DIFFERENTIAL

- 24.1 Unaltered stock rear end only.
- 24.2 No posi-traction or limited slips.
- 24.3 Only one wheel may drive

25 DRIVELINE

- 25.1 Must be rear wheel drive. (EIRI)
- 25.2 Driveshaft must be OEM steel and painted white.

26 BRAKES

- 26.1 No deviation from stock allowed.
- 26.2 Brake pedal must remain in stock location and mountings with no extensions or blocks.
- 26.3 Cars must have fully functional unimpeded brakes on all 4 wheels.
- 26.4 Rear drum brakes only. No brake bias devices allowed
- 26.5 No after-market brakes or components allowed.

27 FRAMES

- 27.1 Body and frame components must be the same. Must remain in original OEM configuration for that make and model.
- 27.2 Complete bumper-to-bumper stock frame and unibody must be retained.
- 27.3 Stub repairs must maintain OEM measurements.
- 27.4 Rear frames rails may be repaired with 2"x 3"x .120 minimum wall steel tubing, from the back side of the rear wheel hump only. One "cross member" using 1 .75" x .090" pipe may be added to attach the frames at the furthest rear point before bumper.

28 ROLL BAR INSTALLATION

- 28.1 Vehicles, with a wheelbase of 113" or less, must be equipped with a roll bar.
- 28.3 Material used must be 1.75" x .090" or better mild steel. No pipe-fittings, galvanized or exhaust pipe, or conduit allowed. All welding must be electric.
- 28.4 The roll bar must be located directly behind the driver and reach as close as possible to roof and left side of car. The roll bar must be back braced with a min of 2 bars, from the top of the bar to the rear car frame no further than the rear-end (or plate on floor) at an approximate 45-degree angle.
- 28.5 Roll bar members may attach to either the frame or the floor. For floor installation, attach members to 8"x8" or larger plates which are securely fastened to floor.
- 28.6 Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall.
- 28.7 "Petty" bar may be installed and attached forward to the right "A" post of the cage only.
- 28.8 Door bars may be used for driver protection only. In some cases, with approval, door bar may extend from front firewall to rear wheel well. Bars may not pass through firewall or wheel well. **Bay bars are allowed with tech official approval**
- 28.9 Radiator protection bar consisting (a hoop from top to top of frame rail only) with a 45-degree support on each side allowed.
- 28.10 A single frame reinforcement bar is allowed on both sides. Bar must be attached to the A post, below the dash bar, dissect firewall and attach-to the front frame, behind and at least 8" from the upper A frame.
- 28.11 Roll bar installation is subject to inspection that will be closely scrutinized. Refer to illustrations for suggested minimum installation.
- 28.12 **Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-up. These bars must mount to top of frame kick-up ahead of rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16 inches from the rear bumper mount. These bars may not be located within 24 inches of the main roll cage halo bar.**
- 28.13 **One bar from each roll cage upright allowed through the rear firewall, bar must mount to the frame at or before the top of the axle kick-up.**
- 28.14 **Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars.**

29 SUSPENSION

- 29.1 Suspension must work and look stock.
- 29.2 NO modifying of the suspension or mounting location is allowed.
- 29.3 Any coil spring that fits in stock location with absolutely no modifications allowed.
- 29.4 No cut springs allowed.
- 29.5 No **spring rubbers**, lumber or chains, etc., may be used to alter stock suspension of that car.
- 29.6 **Adjustable spring spacers (9164552 or 10620191 ONLY), one per corner allowed.** All four corners of frame must measure within 1 inch of level.
- 29.7 Front wheel camber angle cannot exceed 2" inch, positive or negative. Measured at the wheel.
- 29.8 No rear sway bars allowed. Front sway bar may be adjustable on **left front** only by a threaded rod **NO** Adjustable Stabilizer Eye Bolts or similar, must be approved by tech staff.
- 29.9 No spring jacks, blocked shocks or reverse shackles permitted.
- 29.10 OEM replacement shocks only, Straight valve shocks (**compression and rebound must be equal**) required. Shocks must be non-rebuildable and non-adjustable & fit stock mounts, **\$75** limit per shock. No pinching of shocks to stop travel. No painting or grinding. Numbers must be visible.

30 SPINDLES

- 30.1 Stock OEM spindles only for that make and model (metric for metric, etc)
- 30.2 Over sized studs recommended.
- 30.3 Metric cars may run IMCA Spindle p/n 03734501L & 03734501R.

31 Steering

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

32 GROUND CLEARANCE

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

33 WHEELS

- 33.1 Mandatory right side reinforced racing type wheel and studs -- left side racing wheels optional.
- 33.2 Safety wheel offset: Maximum 3", minimum 4"
- 33.3 No mags, aluminum, or slotted wheels allowed.
- 33.4 Oversize lug nuts required on all wheels. Studs must protrude through lugs.
- 33.5 No wheel spacers allowed.
- 33.6 Steel wheels only, maximum width 8" measured at the bead.

34 TIRES

- 34.1 Tires purchased from Forest City Tire Hoosier 850
- 34.2 Hoosier 850 mounted on a 15 x 7 or 15 x 8 racing wheel

35 WEIGHT

- 35.1 Minimum total weight for **ALL** cars is 3400lbs, Minimum 53% front axle, and minimum 45% right side on non GM metric chassis cars, metric cars 44%. All weights must be properly anchored directly to **(and not lower than)** frame rail outside drivers compartment. Management reserves the right to adjust the weight requirements as needed to preserve competitiveness balance.
- 35.2 Weight determined by Rockford Speedway scale.
- 35.3 Added weight must be securely mounted to the frame rail. Between the frame rails under the car, or on top of rear frame rails.
- 35.4 Ballast weight must be painted white with car number painted clearly on it.
- 35.5 No weight allowed in trunk if trunk floor is present.
- 35.6 No weight in driver's compartment at any time.

36 GAS TANK INSTALLATION

- 36.1 The stock gas tank must be removed and replaced with a securely mounted 6-gallon outboard marine type tank, plastic or steel.
- 36.2 Tank must be placed as far forward in the trunk area as possible, centered right to left, with a minimum ground clearance of 10" Tank must fill from inside trunk. No holes in trunk lid.
- 36.3 If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails: One in front of and one behind the tank/cell. Bottom rear of fuel cell must be protected by properly reinforced ASA style protection bar.
- 36.3a Fuel tank must be secured by four (4), over the tank (two each direction), 1.5" x .125" straps.
- 36.4 Fuel cells are optional. Maximum of 12 gallon capacity. No filler tubes. Vent tube must exit outside car.
- 36.5 The fuel line must exit from the top or side of the tank. No fuel lines in the driver's compartment.
- 36.6 Fuel tank rupture or fuel spillage will draw an immediate black flag.

37 PERSONAL PROTECTION REQUIREMENTS

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

38 ELIGIBILITY

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

39 GENERAL POLICY

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

FIGURE 8

- Refer to Bandit Rules
- Management reserves the right to include and /or exclude vehicles.
- All cars must meet minimum specifications.
- Drivers door bar or door "plate" must be utilized.
- Racing type safety belts required: Suggested minimum is five point harness.
- Both front wheels must use racing type wheels.
- (Bandit tire rule applies to Bandit Figure 8)
- All wheels must have over sized lugs.
- Any driver may participate.
- Separate registration required.
- Any and all vehicles that are involved in "X" collisions are suspended for a minimum of one racing event.
- ROCKFORD SPEEDWAY MANAGEMENT RESERVES THE RIGHT TO CHANGE, ALTER, OMIT AND REPUBLISH (BY TECHNICAL BULLETIN) ALL FIGURE 8 RULES, TYPES OF CARS, EVENTS AND PROCEDURES

BANDITS

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

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

In certain rare circumstances where deviations from the rules do not give the car any advantage and may be more economical or practical, you may apply in writing for a waiver asking for an exemption.

This must be submitted to the designated track officials and approved before you compete.

BREAK OUT RULE WILL APPLIED 16.499 SEC. WILL BE ENFORCED ON EVERY LAP

Bandit cars get a total of **2 breakout times per night. Except in the feature race.** If you breakout during either of your 2 laps of qualifying, you start at the rear of the fast heat and the rear of the feature. (Since you will not have a qualifying time) If a breakout occurs during the heat race, you will start at the back of the feature. If you breakout in either the heat or the feature for the second breakout time, you are done racing for the night. **Must add 50# if you breakout at anytime during the event (Must carry weight entire season) Must be mounted on right side of car & is added to ACTUAL weight.** If you do not breakout until the feature, **you only get one breakout.** If you breakout in the feature, you are done racing for the night. If you breakout twice, or one in the feature. You will receive last place points and money as if a full field ran the race.(24th) Does not matter if less than 24 cars raced, last place points and money are position 24.

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

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

1. WHEELBASE AND ELIGIBLE MODELS

- 1.1 Any front wheel drive only passenger car, minimum of 10 years old, with a wheelbase of 92" to 104", factory rating of 200 HP or less. ***Cars over 201 HP must be 2750 lbs *** ***Track may Alter at any time to keep competitiveness equal ***
- 1.2 NO Honda CRX's allowed.
- 1.3 NO JDM motors allowed.

2 THE CAR AND BODY

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

3 WINDSHIELD AND GLASS

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

4 LOCATION

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

5 GENERAL ENGINE CHARACTERISTICS

Only 4-cylinder engines are permitted. Engines must remain completely stock for year make and model and trim of car. Factory V.I.N. # must remain intact on the left front corner of the dash. On board computer and factory wire harness must be OEM & including unaltered data ports. **All PCM's are eligible for claim for \$100.** No race night computer tuning or other adjustments are allowed, Any driver or crew caught connecting a phone app, laptop, or handheld device to the computer via OBD port, Bluetooth or directly plugging into the computer will result in car being DQ'ed for the night and computer and equipment will be confiscated. Failure to comply will result in the car and driver being suspended.

- 5.1 Strictly stock for make, models, 4 cylinder SOHC or DOHC engines (no turbos or superchargers)

- 5.2 No aftermarket performance parts
- 5.3. Air cleaner must be stock, unmodified
- 5.4. You may remove unnecessary parts and wiring (A/C compressors, smog pumps, etc)

6 ENGINE DISPLACEMENT

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

7 ENGINE BLOCK

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

8 ENGINE PISTONS

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

9 OIL PAN

- 9.1 Stock only, with NO additions or alterations.

10 CRANKSHAFT & BALANCER

- 10.1 Stock only, replacement must be original OEM.
- 10.2 No under-drive pulley systems allowed.

11 CYLINDER HEADS

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

12 INTAKE MANIFOLD

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

13 CAMSHAFT, VALVE LIFTERS AND ROCKER ARMS

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

14 COMPRESSION

- 14.1 Compression ratio may not be altered from stock.

15 EXHAUST

- 15.1 Exhaust must run under the car, at least to behind the driver's seat
- 15.2. No flex pipe
- 15.3. Effective muffler required 100 decibels maximum @ 100 feet minimum.
- 15.4. No dual exhaust
 - 15.5. Cars with header add 25# must be approved by tech staff
 - 15.6. Maximum exhaust size is 2.5" O.D

16 CARBURETOR/FUEL INJECTION

- 16.1 Must be stock production for that make, model, and year.
- 16.2 No alteration of any kind.

17 CARBURETOR /THROTTLE BODY SPACERS

- 17.1 Not allowed.

18 AIR INTAKE

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

19 FUEL SYSTEM

- 19.1 Stock OEM only.

20 ELECTRICAL / BATTERY

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

21 COOLING SYSTEM

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

22 CLUTCH --

- 22.1 Stock clutch, pressure plate, and flywheel for that make, model, and engine. With a 2" Hole in bell housing for inspection.

23 TRANSMISSIONS

23.1 Transmission should match car make/model/year, If not add 25# (No grinding of numbers)

23.2 Stock type shifter only.

24 DIFFERENTIAL

24.1 Unaltered stock differential only.

24.2 No posi-traction or limited slips.

24.3 Only one wheel may drive.

25 DRIVELINE

25.1 Must be front wheel drive.

25.2 Stock production axles only

26 BRAKES

26.1. Must lock all four wheels

26.2 No aftermarket proportioning devices

26.3. Stock Brakes, pads, rotors, drums

26.4. No drilling

26.5. Stock components only

27 FRAMES

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

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

27.3 Stub repairs must maintain OEM measurements.

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

28 ROLL BAR INSTALLATION

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

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

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

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

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

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

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

28.8. Minimum of 5 side to side bars:

A. top of main hoop

B. bottom of main hoop about 4" above floor

C. middle of main hoop directly behind seat

D. top front of cage by windshield, and

E. at front of cage at dash height

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

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

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

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

28.13. You may skin door panels for installing roll cage

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

29 SUSPENSION

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

29.2.1. The only optional exceptions are as follows:

a. You may run camber on the front and rear wheels (1 3/4" Front & 1" Rear Maximum)

b. Springs may be heated or cut to lower car. Except for exhaust components, minimum ground clearance is 5" for any part, after the race. All four corners must be within 1" at lowest point.

c. You may use any steel spring that fits in the stock location. Any steel spring that fits over strut allowed

d. Spring rubbers, clamps or threaded collars on springs not allowed

e. Sway bar links must be of equal length side to side, or may be removed.

30 SPINDLES

30.1 Stock OEM spindles/knuckles only for that make and model

30.2 Over sized studs recommended.

31 Steering

31.1 Stock steering systems only.

31.2 You may replace or modify the steering column to accommodate a removable wheel

31.3 No Rear Steer

32 GROUND CLEARANCE

32.1 Frame rails must maintain a minimum ground clearance of 5 inches at all times, with driver in car. From lowest point of car.

33 WHEELS

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

34 TIRES

- 34.1 Tires must be same size per axle. 13" 14" or 15" allowed, Maximum width 215, Min of 60 Series Allowed.
- 34.2 Track may claim any tire at any time for \$60-no questions asked
- 34.3 Any loss of a wheel or tire requires driver to immediately leave the race track
- 34.4 Minimum hardness of 380 Uniform Tire Quality Grade Rating (UTQGR)
- 34.5 Stock Passenger car radial tires only

BASE WEIGHT 2300 Actual Horsepower from factory minimum weight

Cars from 121 to 130 horsepower	2350 lbs.
Cars from 131 to 140 horsepower	2400 lbs.
Cars from 141 to 150 horsepower	2450 lbs.
Cars from 151 to 160 horsepower	2500 lbs.
Cars from 161 to 170 horsepower	2550 lbs.
Cars from 171 to 180 horsepower	2600 lbs.
Cars from 181 to 190 horsepower	2650 lbs.
Cars from 191 to 200 horsepower	2700 lbs.
*Cars above 201 HP	2750 lbs. *

Weight maybe subject to change.

35.2 All weights include driver

35.3 All weights will be securely bolted to frame, be painted white, and have car number on it. No weight in drivers compartment.

35.4 Any car with an apparent time advantage can and will be required to add additional weight in 100 lb increments

36 GAS TANK INSTALLATION

- 36.1 Stock fuel tank located in front of rear wheels can be left there but must be secured with two extra metal straps
- 36.2. All other fuel tanks must be mounted in the trunk area between the rear wheels as far forward as possible
- 36.3. Tanks must be fastened with steel straps, bolts, and oversized washers
- 36.4. Filler spouts must face left
- 36.5. A complete steel firewall must be between the tank and the driver's compartment
- 36.6. Fuel cells are recommended, 8 gallon maximum, and must be mounted on top of floor pan
- 36.7 Fuel lines MAY NOT be run through the drivers compartment.
- 36.8 Fuel tank rupture or fuel spillage will draw an immediate black flag.

37 PERSONAL PROTECTION REQUIREMENTS

37.1 Driver must wear full racing fire-suit, gloves, & eye protection. **NO POLYESTER CLOTHING ALLOWED.**

37.2 Approved helmet required. (Section 7--1.10)

37.3 Window Nets Mandatory with seat belt style release at front top cage upright

37.4 Fire Extinguisher Mandatory, securely mounted, fully charged, dial type

37.5 **Tow Hooks-a secure towing device (hook, etc) MUST be in place both front and rear, securely fastened and located so as not to present a hazard in the event of contact**

37.6 Five point 3" minimum width lap and shoulder harness, dated 2006 or newer. Crotch strap required.

37.7 Belts must be anchored to roll cage or OEM anchors. Belt anchors must swivel. Grade 5 hardware required.

37.8 Shoulder harness must not be anchored lower than 2" below driver's shoulder height

37.9 Aluminum racing seat required, securely fastened to cage or frame

37.10. Head rest support behind seat required

37.11. Shoulder supports and head supports on right and left sides of seat recommended

37.12 Drivers compartment must be sealed off from engine compartment and fuel container

37.13 Access to driver from right side by emergency personnel required

38 ELIGIBILITY

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

39 GENERAL POLICY

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

40 NUMBERS & APPEARANCE

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

41 TYPES OF RACING EVENTS

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

ORIGINAL SIXERS/HSR

General

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of Rockford Speedway officials, whose decisions are final. Any competitor that wins the season championship is **not** eligible to race in Original Sixers again. Champion must move up to a higher division to continue racing at Rockford Speedway. If you are currently racing in any other division higher then Sixers class, you are ineligible to race in the original Sixers.

Periodic Rules Adjustments

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

Rules Infraction Policy

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

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

2 Bodies: Complete full body cars only with no trimming or other modifications to the body. No gutting of doors, hood or trunk allowed. All interior upholstery, except for driver's seat and driver side door panel or padding, must be removed. The dash and instrument cluster must remain intact. All airbags must be deactivated. All exterior lights, brake lights, lenses and reflectors must be removed. Third brake light must be operable. Light holes may be covered with sheet steel to improve the cars appearance. Front and rear firewalls and floor must be complete, and all holes covered with sheet steel. Sun roof openings must be closed off with sheet steel. Door plate highly recommended at a minimum 10" high, 1/4" thick steel and extend a minimum of 4" past front and rear edges of driver's front door. Door plates if utilized, must be securely mounted to the door and/or fender only, by welding or bolting or both. **Car number of at least 8" must be vinyl on right side (passenger side) windshield for lineup/scoring purposes.**

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

4 Glass: All side windows and rear window must be removed. Broken glass must be cleaned from inside the car before arriving at the speedway. The original windshield must be used, severely cracked may require stock replacement. **all mirrors must be removed.** No Lexan, no wind deflectors at all.

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

6 Engine: V-6 engines only with a maximum displacement of 3.8 liters. No turbo-chargers or super-chargers. **Engines and trans axle assemblies must remain completely stock for year make and model and trim of car. Factory V.I.N. # must remain intact on the left front corner of the dash. On board computer and factory wire harness must be OEM and unaltered. All PCM's are eligible for claim and or swap. Altering, re-flashing, modifications of any type are not permitted to the pcm. All parameters of a stock pcm for the make model and vin code of the race car must be maintained. Pcm's may be impounded for inspection at any time, for off-site inspection and will be returned if found in compliance with stock specifications.**

7 Electrical: 12-volt electrical system only. Battery must remain in stock location. Battery must be secured with a minimum of 1/8" thick x 1" wide steel strap, and 5/16" bolts. OEM stock sensors and computers only. OEM stock computer chips only. No tuner, performance or programmable chips allowed. OEM stock wiring harness must be used. No re-wiring without officials approval.

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

9 Exhaust: 2 1/4" O.D. maximum. Must exit behind the driver and under car. **No dual exhaust systems**

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

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

12 Drive Line: Completely stock driveline only.

13 Suspension: The suspension system must remain completely stock. The springs may not be heated or cut. Springs must be equal length side to side on front and rear (Ex: Diameter & # of Coils. OEM stock for your make and model, springs, control arms, bushings, shocks, struts, spindles, etc only.

- No rear steer.
- Sway bars must have links installed.
- May put 1" camber in right front only.
- Camber will be measured at the top and bottom of the right front wheel using a carpenter square.
- No chains, tethers, etc. That would limit suspension travel in either direction.

14 Steering: The steering system must remain completely stock.

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

16 Tires: All 4 tires must be the same size and aspect ratio, examples: 215/70R15, or 225/60R16. Steel belted DOT radial tires only. **Minimum 60 series tires.** No made for racing, High Performance, Low Profile or V/Z Rated Tires.

17 Wheels: Stock wheels only; steel wheels are recommended. All 4 must be the same size; 14", 15" or 16". **Wheel size that came stock with make/model must be obtained, Tire size may be changed.** No rear wheel drive rims, and no negative rims.

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

19 Seat: The original seat must be used. The seat back must be locked into position.

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

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

22 Racing Seats/Steering Wheel: Cars may have a racing seat, but detachable steering wheels will not be allowed.

Super Stox

General

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of Rockford Speedway officials, whose decisions are final. Car # required on upper corner of windshield for scoring & lineup purposes. Car number of at least 8" must be vinyl on right side (passenger side) windshield for lineup/scoring purposes.

Eligibility: Competitor cannot be a NASCAR member in a higher division, Any competitor that wins the rockford season championship is **not** eligible to race in Super Stox again. Champion must move up to a higher division to continue racing at Rockford Speedway. Driver eligibility will be approved by track management.

Periodic Rules Adjustments

Management may elect to change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety. This is a stock class, stock as defined as it was produced this way from factory and is unaltered and unmodified.

Rules Infraction Policy

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

1 Models: Any 8 cylinder stock American-made fuel injected automobile or station wagon with a minimum 113-inch wheelbase is allowed, *except Camaros & Mustangs*. **No cars with HEMI Engines allowed(Chargers, 300's, Magnum wagons)**

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

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

4 Glass: All side windows and rear window must be removed. Broken glass must be cleaned from inside the car. The original windshield may be used or expanded mesh screen with minimum 3 supports. **All mirrors must be removed.** No Lexan. (Subject to inspection)

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

6 Engine: Only 8-cylinder engines are permitted. **No cars with HEMI Engines allowed(Chargers, 300's, Magnum wagons)** Engines and trans axle assemblies must remain completely stock for year make and model and trim of car. Factory V.I.N. # must remain intact on the left front corner of the dash. On board computer and factory wire harness

must be OEM and unaltered. All PCM's are eligible for claim and or swap. Altering, re-flashing, modifications of any type are not permitted to the pcm. All parameters of a stock pcm for the make model and vin code of the race car must be maintained. Pcm's may be impounded for inspection at any time, for off-site inspection and will be returned if found in compliance with stock specifications.

7 Electrical: 12-volt electrical system only. Battery may remain in stock location covered or moved to passenger side or behind driver seat securely mounted and covered with a marine-type box. OEM stock sensors and computers only. OEM stock computer chips only. No tuner, performance or programmable chips allowed. OEM stock wiring harness must be used. No re-wiring without officials approval.

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

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

10 Fuel System: Fuel pump must have no power when car is off. No fuel lines allowed in driver's compartment.
No E85 Fuel

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

12 Drive Line: Completely stock driveline only. No aftermarket Lockers, You may **NOT** lock the differential by use of stock locking device or welding rear spider gears.

13 Suspension: The suspension system must remain completely stock. The springs may not be heated or cut. Springs must be equal length side to side on front and rear (Ex: Diameter & # of Coils. OEM stock for your make and model, springs, control arms, bushings, shocks, struts, spindles, etc only.

- Sway bars must have links installed and equal length side to side
- May put 1" camber in right front only.
- Camber will be measured at the top and bottom of the right front wheel using a carpenter square.
- No chains, tethers, etc. That would limit suspension travel in either direction.

14 Steering: The steering system must remain completely stock.

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

16 Tires: All 4 tires must be the same size and aspect ratio, examples: 215/70R15, or 225/60R16. Steel belted DOT radial tires only. No made for racing, High Performance, LT or AT Tires. No shaving of tires, Minimum 55 series tire

17 Wheels: Stock wheels only; All 4 wheels must be same size and offset up to 8" measured at bead, No Wheel spacers.

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

19 Seat: The original seat may be used. The seat back must be locked into position. Racing seats allowed with 5 point harness attached to cage.

20 Safety: A driver's window net is recommended, with release at top front of net. The center of the steering wheel must be padded. Racing seat belts are recommended. Helmet required, minimum DOT standard, Snell SA

recommended. Eye protection and racing suit recommended. Long sleeve shirts, long pants, closed toed shoes and racing gloves or leather gloves required, NO NYLON.

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

Minimum cage required to run racing seat shown below



FLAG RULES

A. GREEN FLAG

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

B. YELLOW FLAG “CAUTION”

1. The yellow flag signifies a potential hazard on the race track and requires drivers to **slow** their vehicle as soon as possible.
2. Drivers do not race back to the yellow; they must maintain their position and slow to a cautious pace. The leader will be picked up by the pace car. All drivers shall close up on the pace car in a **single line** and await further instructions. Drivers shall follow the path taken by the pace car to avoid debris, liquid or other obstructions on the racing surface.
3. The racing lineup shall revert to the last completed lap as determined by scoring officials. The scoring officials have complete discretion to determine the positions of cars at the time and to re-position cars in accordance with their determination. Their word is final. If you dispute your position, pull to the inside of the car where you think you belong. Scoring will confirm your position, and a track official will direct you to your starting spot. Failure to quickly take your position will lead to a consultation flag, a trip to the pits, and rejoining the field at the tail of the longest line.
4. Yellow flag laps do not count unless specified in entry form or at drivers meeting.
5. The car or cars deemed as the cause of the caution will be restarted, if able, at the tail end of the longest line. Fault shall be a judgment call and the officials’ decision is final. Fault may be described as, but not limited to; instigating the action, result of the action, or part of either.
6. If officials are unable to determine which car or cars were the cause of the caution, then all cars involved in the incident may be sent to the rear, or all cars will be returned to their position as of the last completed lap.
7. If a yellow flag is displayed for objects on the racing surface, spinouts, crashes, or other disruption to the lineup caused by liquid or other circumstances beyond anyone’s control, then a “no-fault” caution shall be in effect and all cars able to continue will revert back to their position as of the last green flag lap.
8. Cars may not stop on the racing surface during a caution period. Cars needing repairs must enter the pits and have work completed there. Drivers may not stop in the infield and work on their car. All cars entering the pits shall rejoin the field at the tail end of the longest line.
9. Any car receiving assistance not directed by the Race Director, from any official, crew member, or employee, on the racing surface or infield will be immediately disqualified. No service or repair may begin until the car has entered the pit area.
10. No one may enter the racing surface to perform repairs on any racing vehicle under the yellow or red flag. Cars receiving such service shall be immediately disqualified from the event.
11. Any car or cars that spin out by themselves, or by minor or incidental contact stop on or near the racing surface, or go into the infield must attempt to restart immediately and continue to race. The yellow flag will not be displayed if there is no apparent damage or the car is not positioned in an extremely hazardous position for one full lap. The car shall then rejoin the field at the tail end of the longest line.
12. Cars that cause a caution by themselves more than twice in the same race will be sent to the pits for the remainder of that race.

13. When a caution (pace) car is used, no car may pass the caution car, unless directed to do so by the caution car driver. Cars that pass the caution car without permission shall be given the consultation flag and report to the official in the pit area. Repeated violations of this rule will result in disqualification and /or suspension.
14. A "Gentleman's/Tap Out" rule will be used. If a driver feels they are solely at fault for an incident, they may pull to the bottom of the start/finish line and tap their roof, at that time only that driver will be sent to the tail of the longest line with all others deemed involved awarded their prior position. Race Director has the right to accept or denied the Gentleman's/ Tap Out.

C. RED FLAG 'RACE STOPPED'

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

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

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

E. BLACK FLAG (CONSULTATION)

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

F. WHITE FLAG

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

G. CHECKERED FLAG

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

J. BLOCKING

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