



If there are any concerns not covered in these rules, consider any alterations to be illegal, unless told otherwise by the tech inspector. All cars must go through tech before going onto the speedway. Anyone following rules are in no way a guarantee against injury or death to participants or others. ALL RULES ARE SUBJECT TO CHANGE TO EQUALIZE COMPETITION, INCLUDING ADDING WEIGHT TO INDIVIDUAL CARS. This is intended to be a strictly stock, budget minded racing division, giving the fans the opportunity to see daily driver cars on the track. This class is for competitive and close racing, and rough driving will not be tolerated. Anyone charged with more than 2 cautions in any event will be eliminated from the event.

Vehicle eligibility

Vehicles must have a front placement 6-cylinder, rear wheel drive ranging from 1990 to 2010. Vehicles may be domestic or foreign. This division is limited to unibody construction vehicles, no vehicles with full frames except S10, Ranger or Dakota trucks. No FWD, No AWD, NO AWD conversions, No mid-engine or rear engine vehicles, no two-seater vehicles. Cars used will be 260hp or less as rated by factory spec.

Vehicle weight to horsepower ratings

Vehicles competing in the factory horsepower rating range of 225hp-260hp will maintain a weight of no less than 3000 pounds with the driver. Vehicles with a factory horsepower rating from 200hp-224hp range will have a weight of no less than 2900 pounds with driver. Cars with less than a factory horsepower of 200 will weigh no less than 2800 pounds with driver. Weight can be added by track at any time, weight added to meet requirement will be securely to passenger floorboard area inside of vehicle. Added weight must be painted white and have car number displayed and bolted with ½” bolts.

Brakes

All vehicles must have functional brakes on all corners. This will be spot checked at any time between hot laps to post feature tech inspection. Brakes will be factory or OEM replacement for that year and model. Slotted or drilled rotors will be permitted. No brake bias valves will be permitted. Vehicles with ABS and Traction control will have to remove fuses to disable those systems. Wheel speed sensors can be removed or disconnected. The ABS pump and control module for these systems can be removed from the vehicle. Rear disc brakes are permitted if factory for that year make and model. Factory or OEM brake calipers only. NO Brembo caliper or other type of performance brake upgrades will be permitted. Brake cooling hoses for front brakes will be permitted.



Engine and Transmission

Division will be limited to V6, inline 6 cylinder. NO rotary engines, turbo or supercharged engines, and no diesel engines. No turbo or supercharger conversions. Any internal engine work will not be permitted. Engines are meant to be easily replaced by salvage yard engines to keep costs down. There is no tolerance for clearance for cleanup on engines, cylinder heads, engine bore etc. Any part that appears to be altered for a performance advantage, or aftermarket performance parts can be confiscated at the tracks discretion and could cause disqualification and/or suspension. Only fuel injected engines are permitted. No carburetors were used during this timeframe, so no conversions. Engine must remain the same for the generation of vehicle entered. Example, no 2005 to 2010 Mustang engines swapped into a 1999 to 2004 Mustang. Pump gas only, with no additives such as alcohol, methanol, or nitrous. After market or home air intake systems will be permitted. Spark plug wire 8mm maximum, and no performance coil pack or ignition coils will be permitted. Stock type replacements only. Must have a working alternator. No aftermarket pulleys permitted.

You may bypass air conditioning compressor and smog/air pumps. Transmissions may be factory automatic or manual. All forward gears and reverse gear must work. Flywheel must be factory style, no aftermarket aluminum or lightweight steel units.

Rear end

Stock rear end for your manufacture gm to gm ford to ford etc. No swapping into larger rear end from V8 vehicle. Welding of rear differential is permitted. Limited slip/posi traction units are permitted if an option from the factory. Factory Traction control must be disabled, and fuses pulled for abs control unit. Factory mounting points for rear end housing may not be altered. No adjustable control arms, panhard bars or torque bars unless a factory option. Rear axle/rear suspension cannot be altered in any way to achieve rear steer. Vehicle must track straight; repairs will be required if bent in accident. Rear driveshafts must be painted with your car number on it. Installation of a driveshaft loop is recommended. No aftermarket or custom driveshafts.

Radiator and cooling system

Factory or OEM replacement single row radiators only. Must remain in factory location. Air conditioning condenser and lines may be removed. **Water only, no antifreeze. \$100 Fine and won't be able to compete in rest of the evening's events** Radiator fan may be wired to a switch to be activated by driver, or left factory. External Transmission cooler will be permitted, but it must remain in the front of the radiator.



Engine Computers and electrical

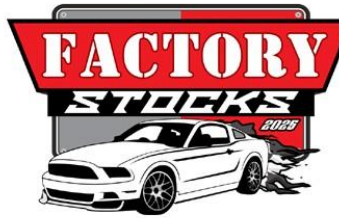
OBD port must always remain operational, with zero tolerance. This must be easily identified and accessible to the track tech team. If a vehicle cannot be scanned its automatic disqualification from that night's events. This is subject to be checked at any time during the racing event. Vehicle computers may remain in factory mounted location or relocated out of harm's way without modification to the wiring harness. It must be accessible by the track, not hidden. No standalone wiring harness or standalone engine management will be permitted. No aftermarket Performance piggyback chips will not be permitted. You may have Limp mode and immobilizers tuned out of vehicle computer. You must have a functional factory gauge cluster in the vehicle. Aftermarket gauges, such as a tachometer, oil pressure, or coolant temperature gauge, may be used in addition. No OBD to tablet aftermarket gauge system may be used. Fuses for unused electronic circuits, such as light systems or HVAC, are recommended to be removed. Unused wiring harnesses, such as doors or lighting, can be removed. All wiring harnesses should be secured throughout the vehicle and under the hood to prevent damage. Vehicles must start using factory key and/or ignition switch. No aftermarket push button starting systems. No turbos, nitrous or power additives.

Battery and charging system

Battery can be mounted in the factory location if on a steel battery tray. It must have a strap over it to secure it in case of accident or rollover. Battery may be relocated to passenger side floorboard or trunk. If relocated, it must be in a marine type of battery box with a secure cover. This must be securely fastened with a metal strap or ratchet strap. No bungee cords or loose batteries permitted. A battery kill switch is mandatory. This must be clearly marked. Battery cables must securely run inside of the vehicle and go through the firewall. No cables under the floorboards for safety reasons.

Fuel Cell / Fuel tank

Fuel cells are strongly encouraged for vehicles with factory fuel tank located behind rear axle such as fourth generation mustang. Fuel cell strongly encouraged for all cars in competition, but not required. Factory fuel tanks will be chained or wired through the body in addition to factory fuel tank straps. Fuel cell to be mounted in rear cargo area in between rear shock tires and centered. There will be no cutting of trunk floor to mount fuel cell. Fuel pump kill switch will be mounted on rear shelf within reach of safety official and easily identifiable. Fuel pump kill switch is mandatory. 8, 10- or 12-gallon steel fuel cells are permitted. No aluminum, plastic, or derby style tanks. Made for racing fuel cell only.



Exhaust system

Factory to your vehicle or aftermarket headers may be installed. Catalytic converters, resonators and mufflers may be removed. Exhaust pipes may not exceed 3" diameter. Exhaust must exit behind the driver and out of either side of the vehicle before the gas tank. O2 sensors may be removed.

Steering and suspension

Vehicle steering and suspension will remain unaltered from the factory design. This means stock. There will be no shimming of suspension, subframe or steering components using washers, shims, or any other materials. Minimum wheelbase is 97" measured from center of wheel to center of wheel. Wheelbase must be within 1/2" side to side with factory adjustments only. No modification to factory mounting points to achieve this. Ride height will be a minimum of 4" on the driver's side of the vehicle with driver in vehicle. There will be a 1" tolerance from left to right side of vehicle. Measurement will be made at the pinch weld. Pinch welds will not be altered, rolled under, cut or shaved. Mounting plates for struts will remain in the factory location. Mounting holes may be moved side to side to achieve camber only. No front to rear for caster adjustments. Chrysler may use aftermarket upper control arms for camber adjustment. Passenger side 1 1/2" or less negative camber permitted. Driver side 3 degree or less positive camber permitted. This will be checked using a square, measuring to the wheel. There will be no tolerance over these numbers. Check with tech if you are not sure how to measure this. Struts must be factory or factory replacement. No coil over or adjustable style permitted. Springs will remain factory stock or OEM replacement but can be heated or cut. Spring rubbers are permitted. No aftermarket lowering springs, performance springs. Base model spring sets for vehicle entered only. Sway bars must remain factory stock to vehicle being used. Sway bar is subject to a measurement check at any point. No adjustable sway bar links. Must be same length side to side. Steering components must remain factory to vehicle being used with no alteration.

Tires and Wheels

Tires must be 300 or higher treadwear. No exceptions. Any 40 series or higher tire permitted. No shaving of tires permitted, no chemical compound soaking of tires permitted, no snow tires or recap tires permitted. Tires must remain above 4/32 tread depth. Factory offset steel or aluminum wheels only. No racing or trailer style wheels permitted. Passenger side wheels must be aluminum. Steel wheels permitted on drivers' side only. Passenger side wheels must be the same width and offset. Drivers' side wheels must be the same width and offset. Wheel Must be same diameter on all four corners. Wheels may be 14" to 18" in diameter. Maximum wheel width is 10". Trackwidth must be no more than 75" side to side, using a toe plate to measure. No Wheel spacers of any kind. If using a 15,16,17-inch wheel can use up to a 50 series tire, if using 18-inch tire can go to a 40 series tire.

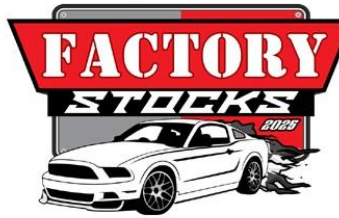


Body and Appearance

Vehicles will retain their factory appearance. Ex. a 1997 Camaro must look like 1997 Camaro, a 2009 Mustang must look like a 2009 Mustang. Aftermarket nose will be permitted but must be same manufacturer to same manufacturer. A factory bumper bar must be utilized, with one radiator bar permitted, behind the bumper within the frame rails. Factory style spoilers and body kits are legal. Fabricated or made for circle track racing spoilers will not be permitted. Fabricated sheet metal or aluminum side skirts permitted. If there is work to patch rust or dents the panel must follow the natural form of the body and roll underneath the vehicle. All headlights, Taillights, side markers and reflectors must be removed -All glass except for windshield must be removed. You may run a factory windshield, Lexan replacement or a screen with a minimum of three drivers' bars. Sunroofs and T-tops must be covered with steel material only. No aluminum to cover this portion. Doors must be welded or bolted. Doors must not open. 1" x 1" square or clear rub guards are strongly encouraged. Rub rail must sit flush against body and stay within the area behind front tire and ahead of rear tire. Hood must be secured with hood pins. Quarter windows may be filled in with clear Lexan or solid panels. Door window openings must remain open. Any holes in the body from removal of door handles, mirrors and lights may be covered with aluminum or sheet steel. Headlight and taillight openings may be covered. A tow hook, chain or cable capable of supporting the weight of the vehicle must be placed and centered on the front and rear of the vehicle. All body panels must always remain on the vehicle while at the racing event. Hood must remain on vehicles and on factory hinges. Trunk deck lid will remain on vehicles well as full hatch. Hoods, trunk and hatches may not be gutted out for weight advantage.

Interior

All flammable materials such as carpets, seats, and trim pieces will be removed from the vehicle. All air bags removed. No boxing/decking in the driver's compartment. Doors may have structure panels removed to allow clearance for roll bars. There will be no cutting of interior structure for weight reduction. Access panels for damage repair can be made. The only exception is for doors and roll cage clearance -Factory dashboard and heater box may be removed. Factory impact bar under dash must remain in place. This can be tied into the roll cage. Interior must remain free of debris and loose objects that may become a hazard in the event of a collision or rollover. Be sure everything is securely bolted or fastened down. Any holes in the front firewall must be patched with sheet steel. The rear decking must have a panel to separate the drivers' area and rear trunk. This would be a rear "fire wall". Steel must be used to separate fuel cell from the driver's compartment. Aluminum can be used if a fuel cell is not in trunk. No mirrors of any kind.



Roll cage

Four-point roll cage minimum. Up to 10 points with rear down bars. May tie in front strut towers. Roll cage must be a minimum of 1 ½ .095 round material. (Speedway Motors part number 91673010 for only \$500) Roll cage mounting and construction will be rigidly inspected. Roll cage will be perimeter type. This means no Left handers and no offset halos. Halo bar must follow the complete roof line side to side. Perimeter roll cage means halo must meet a-pillar to a-pillar and b-pillar to b-pillar if it is deemed unsafe for competition the car will not be allowed to compete until the issues have been fixed. Roll cage must be on spreader plates, angle iron or square channel to floor and inner rocker panels. Sandwich plated through floor in conjunction with the above mounting style is strongly encouraged but not required. Rear down bars are permitted and can tie into the rear shock or strut towers. No exceptions. Rear down bars may be added into the trunk area as a means of fuel cell protection. They may not be positioned or welded within six inches of rear shock or strut upper mounting location. With driver seated in vehicle drivers head must be at least 2" away from any portion of the roll cage. The driver's head may not stick above the roll cage. Minimum three door bars for driver side of roll cage. Driver's Door plates are mandatory. Plating will be upright post to upright post, Top to bottom of door bars complete.

Safety

Window net that drops down is mandatory. Release buckle or release latch must be positioned at the top front most position of the cage and easily accessible by safety officials. Made for oval racing aluminum racing seat is mandatory. No exceptions, racing seat mount must attach at all points to roll cage or the floor. If mounted to the floor seat must be welded not bolted. Harness mounts must be welded to roll cage. Harness WILL NOT be chained to rear seat bolting points or floorboards. All harness mounting is to roll cage only. Zero exception. Detachable steering will be recommended but not required. You may run a factory or racing style steering wheel. A Five-point racing Harness including a lower crotch belt is required. No older than five years of current year and free of tears or burn marks. Helmets are required and must be an approved SA 2015 or newer racing helmet. If you don't run a full windshield, you must use a head sock. All drivers will have a clean SFI or equivalent full one- or two-piece fire suit. Fire suits must not have any holes or patches. This will be checked. Racing gloves and racing shoes are required. Safety gear will be checked. Vehicles must have a fully charged fire extinguisher within reach of the driver.

Radio

Must have a one-way radio/scanner/receiver. Must have a Westhold transponder located on the rear axle tube/rear cradle under the vehicle for scoring purposes. Any car that does not respond to radio communications for line up under caution will be placed at the rear of the back.