

Accord Speedway Rule Book - 2009

New for 2009 Spec Sportsman Division

Pump gas or low octane racing fuel only. No additives permitted. Fuel subject to random testing.

Accord Speedway officials attempt to be fair and maintain consistency with application of these rules. Our objectives are fairness and safety. Every organization, to be successful, must have good rules and enforce them fairly.

Accord Speedway rules supersede the rules contained in the previous year's rulebook, as amended, and shall remain in effect, until they are superseded by the rules contained in the next annual Accord Speedway Rulebook. Accord Speedway reserves the right to amend and change any rule. **ALL RULES ARE SUBJECT TO CHANGE AT ANY TIME.**

The rules and regulations set forth above are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events, all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, 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.

Race track officials reserve the right to reject any entrant for any reason they deem necessary. All participants are to conduct themselves in a manner that reflects favorably on the sport at all times. All fines, and/or suspensions will be in effect at all Accord Speedway sanctioned race events. The interpretation and invoking of the rules published herein shall be determined by Accord Speedway officials, at their professional discretion.

Any deviation from rules, specifications, car weights and engine parts will be subject to Accord Speedway tech officials. However, should any approval prove to be an unfair advantage to the overall competition, Accord Speedway reserves the right to rescind any approval it might have given.

At any Accord Speedway event, tech officials will have the final say of all technical legalities of the night's events upon completion. Tech officials reserve the right to disqualify a car and/or driver based on the night's events in accordance with rules and proper racing procedures.

Accord Speedway is not responsible for any typographical errors in this rule book and all rules are subject to change by management at any time.

General Rules and Personal Conduct

New for 2009-A driver **MUST HAVE** an Accord Speedway membership to be eligible to compete at the speedway and to be eligible for year end point fund awards, the driver must attend the banquet to receive awards.

The driver and owner assume responsibility for the actions of their pit crew and family/spouse in every respect. The driver and owner shall be the only spokesperson for the car and pit crew.

No drinking of intoxicants or use of illegal drugs by any participant (driver, owner or crew member) allowed at any time immediately before, during or after the racing program on speedway property.

Any driver, owner, crew or family member taking physical action against another individual or personal property, for any reason, will be fined a minimum of \$200 and may be suspended. If the individual is an owner or crew member, the suspension includes the team's car and driver.

Suspension and fine will be determined at the discretion of track officials and management. Suspension **DOES NOT INCLUDE** rainouts. Any driver, owner or crew or family member taking physical **OR VERBAL** action against any track official, for any reason, will be subject to fine and/or suspension.

Any driver, car owner or team member taking physical **OR VERBAL** action against any track official at the payout window will relinquish the right of that team to receive cash payment at the track on the night of the event. A check will be mailed to that team for the remainder of the season and/or length of the suspension.

No owner, driver, crew, spouse or family member shall enter the scoring tower during the program. It will lead to immediate disqualification from the night's events for the team and a minimum fine of \$100.

Anyone speeding through the pits or driving their car in such a way as to put others in danger will be subject to a minimum fine of \$100 and/or suspension.

Mandatory insurance regulation. Use of grills, either charcoal or propane, is prohibited in the pit or spectator area.

Mandatory insurance regulation. Pets are not allowed on speedway property.

Members and non-members shall comply with all rules. The officials reserve the right to stop sale of tickets or honoring passes to anyone in violation of rules contained in this book.

Procedural Rules

Only safety crews and wrecker crews are allowed on the track in the event of an accident. Crew/family members are not allowed on the track.

All drivers must be ready to compete and have their cars in line before each event enters the track or the driver may be sent to the rear. Each car must be self-starting and must start the event under its own power or will go to the rear. All cars must leave track's designated place of line-up under its own power.

All cars must take the initial green flag to be eligible for payoff and points. Any car that is unable to start the race may not join the field after the green flag lap.

Under caution, no repairs can be made on the track, no matter how minor. During restarts if a car needs any attention or pulls off the track for any reason, the car must restart in scratch position.

Any car that is involved in, stops to avoid, or spins to avoid an accident is considered part of the caution and will restart in the rear of the field.

Any car that spins or stops during a caution in another area of the track and is not involved in the original caution will restart in the spot where the car rejoins the field.

Starter has complete control of the track while the race is in progress. No protests are allowed on the starter's decisions.

If there is a caution before the first lap is official, the field will be completely restarted, except for the car or cars bringing out the caution; they will restart from the rear of the field.

One car can not compete in two divisions in the same night.

Restarts will be double file until the halfway point. From then on, single file. In the event of two caution flags **ON THE SAME LAP**, the field will automatically restart in **SINGLE FILE FORMATION**. Double-file restarts may resume once that lap is completed (until the halfway point, when all restarts are single file).

Only one attempt will be made to start or restart a race, if the front row doesn't start the race to the flagger's satisfaction the offending car will be penalized 2 spots.

On a caution or red flag, any car going to the infield or pit area must fall to the rear of the field upon return to the track. Any car stalling during a caution and needing assistance to restart must fall to the rear of the field.

If cars are stopped by officials, they may be push-started and maintain position on the track. This is not limited to but includes red flag situations.

If you are involved in a caution on the speedway **STAY IN YOUR CAR** unless a safety issue arises.

Any driver causing excessive delays in a race may be disqualified at the starter or race director's discretion. Any car spinning alone 3 times during one race will be disqualified. Any driver violating flag or light rules will be penalized.

Rough riding will be left up to the discretion of the starter. Excessive roughness during a heat race will result in that car being put to the rear of the race, if this does not correct the problem the driver will be put to the rear of that divisions consi. If the starter feels that the occasion warrants, intentional or not, a fine not to exceed \$500 and/or suspension will be levied and no points or money will be issued for that night. Fined drivers will not be allowed to compete again until the fine is paid.

Any driver who uses his car to ram or spin another car after the completion of the race or during a caution as a form of retaliation will be disqualified for the night. No points and no money will be issued.

One way radios are mandatory, \$50 fine for non use of one way radio.

Cars will only be allowed to compete in the heat race they were handicapped for. Under no circumstances will a car be allowed to "tag on" to a heat race.

If unforeseen circumstances prevent the completion of the advertised distance, the race may be considered official after the halfway mark.

Handicapping Rules

The intent of the Handicapping Procedure at Accord Speedway is to provide a fair and consistent way of assigning starting positions for heat races and feature events. The Handicapper does everything he can to adhere to these guidelines. Accord Speedway reserves the right to change the qualifying procedure for any event due to weather conditions or event schedule.

Modified and Sportsman Handicapping Procedure

Heat races and features are lined up according to total money earned by a driver in the last three races completed. Lowest money total starts in front, highest money total starts towards the rear. **POSITION IN POINT STANDINGS HAS NOTHING TO DO WITH STARTING POSITIONS!!**

For example, if the point leader has three weeks of bad finishes, he/she could be handicapped to the front of the field.

Drivers that are present but do not qualify or miss the feature event because of mechanical

trouble or an accident will receive zero dollars toward their total for that race. Drivers who are absent receive the winner's money points (\$1,500 for Modified, \$600 for Sportsman) toward their handicapping total. These "phantom money points" help to reward those drivers who consistently make it to the track, while those who frequently miss events start towards the rear.

Opening Night: Drivers will draw for starting positions in the heat races, then will use a "head's up" start for the feature where the winner of the first heat starts on the pole, winner of the second heat starts second, etc.

Week #2: Heat races and features will be lined up according to total money earned from opening night only. Lowest money earned will start in the front, highest money earned toward the rear. New drivers start at the rear of the field.

Week #3: Heat races and features will be lined up according to total money earned from the first two races. Lowest money earned will start to the front, new drivers start at the rear, and so on, the basic handicapping formula continues for the remainder of the season. Heats and features lined up according to total money earned from the last three races completed.

Assigning cars to heat races: The handicapper has a sheet listing the drivers' total money earned from the last three races. As the drivers/cars enter the pits, they check in with the handicapper at the green building in the pit area. **DRIVERS MUST LET THE HANDICAPPER KNOW THAT THEY ARE THERE!!!** The handicapper then will highlight the car number on the sheet.

Depending on the car count, the number of heats to be run will be determined and cars will be split up into heat races as they are on the sheet. The handicapper will attempt to make the heat races even by spreading out top drivers among the heats. The number of cars to be handicapped or to qualify will be posted on the pit board with the line ups for the heats.

After the heats are completed the handicapper once again uses the total money earned sheet from the past three races, to determine the line up for the features. Those who finished the heat in handicapped spots will be put into the line up with the lowest money earned starting in the front. Drivers that did not finish their heat in a handicapped spot will fill in at the rear of the field as consolation cars.

Teams may request a money-point/purse breakdown sheet from the handicapper.

Spec Sportsman, Pro Stock and Pure Stock Handicapping Procedure

Heat races and features are lined up according to total points earned by a driver in the last three races completed. Lowest point total starts in front, highest point total starts towards the rear. **POSITION IN POINT STANDINGS HAS NOTHING TO DO WITH**

STARTING POSITIONS!!

For example, if the point leader has three weeks of bad finishes, he/she could be handicapped to the front of the field.

Drivers that are present but do not qualify or miss the feature event because of mechanical trouble or an accident will receive zero points toward their total for that race. Drivers who are absent receive the winner's points (60) towards their handicapping total. These "phantom points" help to reward those drivers who consistently make it to the track, while those who frequently miss events start towards the rear.

Opening Night: Drivers will draw for starting positions in the heat races, then will use a "head's up" start for the feature where the winner of the first heat starts on the pole, winner of the second heat starts second, etc.

Week #2: Heat races and features will be lined up according to total points from opening night only. Lowest point values start in the front, highest point values towards the rear. New drivers start at the rear of the field.

Week #3: Heat races and features will be lined up according to total points from the first two races.

Lowest points to the front, new drivers start at the rear, and so on, the basic handicapping formula continues. Heats and features lined up according to total points earned from the last three races completed.

Assigning cars to heat races: The handicapper has a sheet listing the drivers' total points earned from the last three races. As the drivers/cars enter the pits, they check in with the handicapper at the green building in the pit area. **DRIVERS MUST LET THE HANDICAPPER KNOW THAT THEY ARE THERE!!!** The handicapper then will highlight the car number on the sheet.

Depending on the car count, the number of heats to be run will be determined and cars will be split up into heat races as they are on the sheet. The handicapper will attempt to make the heat races even by spreading out top drivers among the heats. The number of cars to be handicapped or to qualify will be posted on the pit board with the line ups for the heats.

After the heats are completed the handicapper once again uses the total points earned sheet from the past three races, to determine the line up for the features. Those who finished the heat in handicapped spots will be put into the line up with the lowest points starting in the front. Drivers that did not finish their heat in a handicapped spot will fill in at the rear of the field as consolation cars.

POINTS BREAKDOWN: 1-60, 2-56, 3-52, 4-50, 5-48, 6-46, 7-44, 8-42, 9-40, 10-38, 11-36, 12-34, 13-32, 14-30, 15-28, 16-27, 17-26, 18-25, 19-24, 20-23, 21-22, 22-21, 23-

20, 24-20

HANDICAPPING GENERAL RULES

- 1** Car numbers will be assigned by the individual track handicapper. Whenever possible, requested numbers will be assigned.
- 2** Numbers are limited to 3 digits.
- 3** If 3, 6, or 9 are used, make sure they are clear.
- 4** Team cars must be clearly distinguishable from one another.
- 5** Number of cars to be qualified/handicapped from each heat will be decided on by handicapper and announced prior to the first heat.
- 6** A driver may attempt to qualify only once during qualifying heats. A driver may attempt to qualify a second car in consolation events. Driver must drive the last car qualified in the feature race. Both a car and a driver must be qualified to race except for guaranteed starters who may run any car from that division. On postponed events, just the driver is qualified and can run any Accord-legal car without forfeiting starting position.
- 7** No driver can compete in two or more classes on one night without express permission from the handicapper and without paying a registration fee for additional classes. Once a driver has competed in the Modified division he can no longer participate in any other division without permission from management.
- 8** Top five in points are guaranteed starters.

Points

Points are awarded to drivers in the following manner. Management reserves the right to host double points events throughout the season.

POINTS BREAKDOWN: 1-60, 2-56, 3-52, 4-50, 5-48, 6-46, 7-44, 8-42, 9-40, 10-38, 11-36, 12-34, 13-32, 14-30, 15-28, 16-27, 17-26, 18-25, 19-24, 20-23, 21-22, 22-21, 23-20, 24-20

Protest Procedure

Any Accord Speedway licensed owner or licensed driver may protest any violation of the rules, including specifications, for the feature event only. Visible protests must be made 20 minutes before feature events. If a tool or mechanical device is needed to determine a car's compliance it is not a visual protest situation.

All protests involving a particular event or race results must be in writing specifying matter of protest and must be received by pit steward no later than 10 minutes following the procedure of the feature event. Each protest must be given to the pit steward with \$100 non refundable protest fee, with the following exceptions.

- 1 Race results - \$50
- 2 P&G Test -\$50
- 3 Bore and stroke - \$300

ONLY LICENSED DRIVER OR OWNER can protest race results. Scorers' decision is final; no appeal of the scorers' final decisions will be allowed. If a race result is protested, the track promoter, at his discretion, can delay purse distribution until the matter is resolved.

Any car found illegal under protest and/or pre and post race inspection at the discretion of officials shall receive a fine and/or loss of points and/or loss of finishing position for the event, and/or definite or indefinite suspension from the speedway at the discretion of the promoter.

Accord Speedway reserves the right to refuse any protest if the protest is deemed unnecessary and/or being used for harassment purposes.

Track scales are the official scales at each race event. No protest allowed on scale official's decision.

Flag Rules

YELLOW FLAG: The caution flag means SLOW DOWN, stay in line, no passing, and keep your eyes open for an accident, stalled car, debris, or anything else dangerous to you, fellow competitors, or spectators.

1 There are track officials, traffic lights, plus the Starter who will be showing a yellow flag or light to warn you of impending danger. Anyone racing under the yellow will be penalized.

2 On a yellow flag you must follow instructions of the Starter. Starter may deem single file line up for safety, or to double up. Anyone not abiding by this rule will be sent to the rear of the field for the next restart.

3 On a yellow flag, any car going to the infield or pit area must upon return go to the rear of the field. Any car stalling under yellow and needing assistance to restart must go to the rear of the field.

4 All cars involved in bringing out the caution must restart at the rear.

5 No repairs can be made on the track at any time; you **MUST** pull to the pits for any repairs, no matter how minor. Return to the track must be to the rear of the field.

RED FLAG: Simply means stop as quickly and safely as possible; there has been a serious incident, the track is blocked or the field needs to be realigned. All corner men have red flags and there are four traffic lights to warn you of a red flag condition.

1 Failure to stop within a reasonable distance or movement under the red will result in the penalties.

2 Under the red flag, the only movement permitted will be at the direction of track officials. Move only to the extent of their direction as safety vehicles may be operating on the raceway.

3 When the situation is cleared, cars will be signaled to move by yellow flag or yellow traffic lights. At this time, proceed with caution to the start/finish line for realignment or to the pits for repairs.

4 You may not pit on a red flag, you must wait for a yellow flag.

PASSING FLAG: (blue with yellow diagonal stripe). This is a passing or "move over" flag, given to slower or lapped cars. It means move to the **INSIDE** of the track, keep out of the racing groove, and maintain your speed. Failing to obey this flag will result in penalties.

BLACK FLAG: You have been disqualified from the event for a rule infraction, or a safety hazard with your racecar. **PULL INTO THE PITS OR INFIELD IMMEDIATELY.** If you do not pull off, you will no longer be scored or a yellow may be brought out to remove you from the event. If a yellow is required, you are disqualified for the night.

WHITE FLAG: One lap to go in the event.

CHECKERED FLAG: Finish of event. At the completion of an event, maintain reasonable speed.

Section 1: Mandatory Safety Rules for Modifieds, Sportsman and Spec Sportsman

THE FOLLOWING RULES APPLY TO THE MODIFIED, SPORTSMAN AND SPEC SPORTSMAN DIVISIONS. THESE RULES ARE MANDATORY AND WILL BE STRICTLY ENFORCED.

All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track officials' decision regarding safety infractions will be final.

- 1.** Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum of 1 ½" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
- 2.** The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension. Only two roll bar diameters will be allowed. Roll bars of 1 ¾" diameter will require a minimum of .095" wall thickness. Roll bars of 1 ½" diameter will require .120" wall thickness.
- 3.** Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded.
- 4.** Driver's seat must be securely fastened to the frame or cage in six spots, with a minimum of six (6) 3/8" inch bolts, four (4) on bottom and two (2) on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as the seat. The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass). Seat and steering must be centered in frame.

5. All cars must have a functional padded head rest which must be in line with the driver's head, if not built into the seat.

6. All cars must be equipped with 3" width safety belt and shoulder harness with two (2) belts over the shoulder. Buckles must be of the quick release type. Also, there will be a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. Cam lock seat belts are not allowed. If belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. The sternum houlder harness is highly recommended.

7. All drivers must wear a 2000 or newer SNELL approved helmet and firesuit. The following items are highly recommended: one piece firesuit, full face helmet, fire retardant underwear, arm restraints, gloves, racing shoes and a neck brace.

8. All cars must have a full steel wind screen of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from the top of the cage down to the hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling the driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

9. Adequate window openings on both sides of the car must be maintained for the emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's head rest, which prohibit the passage of the inspection box through the cockpit, must be removed.

10. All cars must have a driveshaft cover. All cars with open driveshafts must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under the edge of seat to the back of the transmission, covering the shaft and the "U" joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four (4) 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.

NOTE: Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from "U" joint back to sear will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4" in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. It is also recommended that all these parts have no sharp edges and are padded.

11. Firewalls, both front and rear, are mandatory. The rear firewall must extend from the top of fuel cell to belly pan to isolate driver from the fuel cell. Minimum .050" thick aluminum or steel only. A minimal amount of sheet metal may be cut out for driver shaft clearance. The front firewall must isolate driver from the engine compartment.

12. Belly pans are mandatory and must extend from the firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event that the under pan falls off. This extra floor must be attached to the frame or cross-member or both,

and extend from the front firewall past front edge of the seat.

13. All crews must carry an operable fire extinguisher capable of extinguishing gas and oil fires. Onboard “flame-out” systems are recommended.

14. Battery must be properly secured and must have top and terminals completely covered by rubber. **NOTE:** It is recommended that battery be mounted outside of the driver’s compartment, and that a battery shut-off switch be mounted ON/OFF with a bright colored paint. The switch should be clearly visible and easily accessed by the safety crew.

15. All cars must have an ignition switch which is easily accessible within the driver’s compartment. The ignition switch should be marked ON/OFF with a bright colored paint and be clearly visible and easily accessible to the safety crew.

16. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint.

17. Fuel lines, power steering lines and fittings running through the driver’s compartment must be made from an approved braided type line only. No plastic or glass fuel filters allowed. High pressure lines and fittings or hot fluid lines running through the driver’s compartment must be encased or shielded by a deflector to prevent driver injury.

18. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests will be held throughout the year.

19. Rear wheels must have a minimum of five (5) lug nuts. A minimum of three (3) lug nuts is required on front wheels only. No knock-off hubs on any wheel are allowed.

20. A fuel cell with a maximum capacity of 22 U.S. gallons is mandatory. No pressure tanks are allowed on fuel systems. The fuel tank must be rectangular or square in shape on all sides with no protrusions, to allow for the measurement of fuel capacity. Cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060”. The cell must be fully foamed with a minimal cut-out for filler. Cut-out may be no larger than 6” wide by 10” long by 7” deep. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line. Fuel tank must be mounted behind driver. Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1” wide) and bolted with at least 5/16” diameter grade five (3 line) bolts.

21. A horizontal bar with minimum dimensions of 1” by .095” wall thickness must be mounted behind the fuel cell for rear impact protection.

22. Exhaust headers must be safe for the driver and exit past the driver’s seat. **NOTE:** All exhaust pipes must exit facing the rear of the car. Pipes may not exit through the doors or in front of the rear tires.

23. No mirrors or reflecting devices allowed.

24. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.

25. A minimum of two (2) throttle return springs and a steel toe loop on the gas pedal are required.

26. No fuel drums allowed on track premises.

27. All competitors must use one-way radio system, drivers found not using a one way

radio will be subject to a \$50 fine.

Section 2: Modified-style Body Rules - Apply to Modifieds, Sportsman and Spec Sportsman

ALL MEASUREMENTS WILL BE TAKEN WITHOUT DRIVER OR FUEL BODY MATERIAL ALLOWED: Only aluminum or steel will be allowed for all inner and outer body panels. The roof must be fiberglass only. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed either of fiberglass or aluminum. Only clear lexan will be allowed for the rear spoiler and the rear wing windows.

ROOFS

1. Roof must be centered from side to side on roll cage and also be centered on frame (no offset bodies). Leading edge of roof must be fastened in a stationary position with a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". Must display a turtleback style and shape. The roof contour must fit Accord's roof template patterns left to right and front to back (no flat roofs). Roofs can not change shape or location while racing.
3. Overall height (top of the highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees on a gauge with no deflections in roof contour.
4. All roofs must be one piece fiberglass only and be a single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed from any angle. No vertical metal used to mount roofs will be allowed covering the roll bars. Roof must be a minimum of ten (10) pounds.

FRONT DOOR POSTS

1. Door posts must be 2" wide from the side view from the roof all the way down to the door. The posts must be flat, no angle shape or round tubing will be permitted. No lexan vent windows or excessive sheet metal will be allowed in the vent corner where the post meets the door panel.

REAR WING WINDOWS

1. All windows must conform to Accord Speedway's measuring templates as shown in the Body Style Diagrams." The name of the body style picked must match the wing window design and must be lettered as such on the front center of the roof. All window styles must be clear, smooth lexan with no bends or breaks. No writing or decals allowed on wing windows.
2. Rear view of the wing window must go in a straight line from top of quarter panel or body line to the roof with a maximum gradual deflection of 2" in the center of wing window. Side view of the rear wing window must extend from the roof to the top of quarter panel in a straight line or in accordance with the window style chosen. A maximum of 3" higher than the rear deck height at that point will be allowed. Reference the

Modified body diagram for specific details.

BODY WIDTH AND GROUND CLEARANCE

1. Body width (Measured anywhere along the body line, front or back): 68" maximum, 64" minimum. Minimum body and chassis ground clearance 2 1/2". No fan or ground effects cars. No rubber skirts, fins, or spoilers are permitted under the car.

DOOR PANELS

1. Side door panel: Minimum 60", maximum 70" in front of the center line of the rear axle. Doors must be straight up and down within that measurement. Front door extensions will be allowed up to 20" behind the front axle center line. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle center line. Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground. All doors and rear quarter panels may have a maximum lip of 1/12" rounded at 90 degrees and facing inward only, on the top and the bottom.

REAR QUARTER PANELS

1. Rear quarter panels must match each other. They must be a maximum of 45" and a minimum of 40" from the ground at the rear and continue in a straight line with the top of the door (see Modified Body Diagram). You may use a fender flare, up to a maximum of 2" from the body but overall body width must still be maintained at a 68" maximum. Rear quarter panels can extend back to 44" maximum at bottom measured from center of rear axle to rear of car. Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

MODIFIED ONLY- **Sail panels** are optional. The right panel can be 65" at highest point from the ground and the left side panel can be lower.

REAR SPOILER

1. The rear spoiler must be clear lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it. The rear spoiler must be non-adjustable (no hinges or slides).

2. A maximum of three vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

REAR DECK

1. Must be a maximum height of 45" and a minimum of 40" from the ground.

2. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum height of 14" in a vertical coverage behind the fuel tank. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 15" of vertical coverage. This panel must completely cover the fuel cell, filler hoses and vent lines. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell. The fuel cell must also have both sides completely covered in sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings. No openings from top of fuel cell to bottom of trunk lid are permitted.

3. Any vent line nozzle used for catch can purposes must be mounted on the left side quarter panel only.

HOOD, NOSE AND FRONT SPOILER

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24". Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding

36" maximum width. Fabric shock covers are allowed as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage. The front spoiler may not exceed 20" in front of the front axle centerline. The front spoiler must be non-adjustable (no hinges or sliders). Hood shall be considered from the front roll cage to on top or even with the radiator. Nose piece shall start where the hood ends to a maximum of 20" in front of the front axle centerline. They all may have 2" maximum lips up or down on both sides following the contour of the body. The hood, nose, and spoiler may not overlap each other's location on the frame. Any part of the hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose. Hood must extend over the radiator and have complete sides.

2. Front windshield opening: for the optional ram air style scoop, a 10" vertical measurement from lowest point of roof or roll cage to highest point on hood (including the hood scoop) is required. For the conventional type scoop an 8" vertical measurement will be required.

HOOD SCOOP

1. An optional hood scoop mounted on top of the hood for the purpose of enclosing the carburetor or ram air will be allowed providing they meet the following specifications. Both style scoops may use fiberglass. The option of keeping the hood fully enclosed will also be allowed.

2. Ram air style scoop: Maximum length, 30" measured from rear motor plate to front of the hood scoop. Maximum width, 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 10" of vertical vision for the driver. The measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter. A tolerance of 1/2" will be allowed on all these dimensions.

3. Conventional no ram air scoop: A Maximum of 25" is allowed from center of the carburetor forward. The width allowed is a maximum of 22". The height must maintain a minimum of 8" of vertical vision front the top of the scoop to the lowest point under roof or roll cage.

INTERIOR SHEET METAL

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only. No inside or outside wings, spoilers, air foils or wind deflectors are allowed on long or short tracks. No double panels will be allowed that creates wind effect. A 1" maximum reinforced lip will be allowed on all lexan, but all allowable measurements must still be maintained. All inner sheet metal used must completely

cover areas from door to door, quarter panel to quarter panel. No holes or openings are allowed in this area.

2. No vertical fins, air dams, or farings allowed on the sides or behind the roll cage. Sheet metal must be a flat single plane across the inside of the car. No covered roll bars for aerodynamic purposes are allowed. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of

the radiator, engine, and oil cooler.

3. The floor pan or underpan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

NUMBERS

1. Track handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.

2. Team cars must be clearly distinguishable from one another and use a different number or letter.

3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.

4. All numbers and letters must be a minimum of 18" high on the roof and doors and 8" high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled.

5. If numbers "3", "6" or "9" are used make sure that they are distinguishable. Do not let nerf bars block visibility.

Section 3: Chassis Specifications for Modifieds, Sportsman and Spec Sportsman **FRAME**

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill at 3/16" hole in the frame rail for inspection of thickness. No other holes will be allowed. All tubing allowed for the frame rails must be either 1 1/2" dia. X .095" wall or 1 3/4" x .095" wall.

2. Frame width shall be as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.

3. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equidistant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be allowed 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.

4. Titanium or carbon fiber materials are not allowed on the chassis.

ROLL CAGE

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum of 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage.

3. Only two roll bar diameters will be allowed. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter will require .120" wall thickness.

SEAT

1. Seat and steering wheel must be centered in the frame. The seat must be a maximum of 16" from the center of the rear end to back of seat bottom (see Body Diagram). A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted.

RADIATOR

1. Only one (1) radiator allowed and it must be centered squarely, not angled, in front of motor in a vertical position. No plastic or carbon fiber allowed. No auxiliary cooling tanks or catch cans allowed in driver's compartment.

ENGINE

1. The engine must be centered in the chassis and placed in an upright position. Engine set back: minimum 56", maximum, 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine. No rear engine cars are allowed.

TRANSMISSION

1. Approved North American manufactured manual shift transmission only, no automatics. No overdrive or underdrive transmissions allowed. No running through reduction gears; transmission must be direct drive to rear end at racing speed. Transmission must have forward, neutral and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner. Transmission must bolt to the bellhousing.

2. Car must have a battery and a self starter in good working order. The car must start and move under its own power.

DRIVELINE

1. No chassis, driveline or suspension components made of carbon fiber allowed. Only two (2) universal joints per driveline. A driveline shield is mandatory (see safety rules for detailed requirements).

REAR END

1. Competition rears only. No hypoid rears allowed. No limited slip type rear ends or hubs are allowed. No lockers or two-speed rears are allowed. Rear end must have solid aluminum or steel spool only. Rear spindles may be steel or aluminum only. If aluminum, it must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2". Live rear ends with aluminum or steel axles are allowed. The rear end or chassis must not be offset any more than 4" from center of the inside tire width, measured from the inside of the left rear tire to the inside of the right rear tire, at axle height. (See Chassis Diagram for rear end offset details).

2. Sportsman division: Must use conventional type quick change rear end only. Axles on closed rear must be steel only.

FRONT END

1. The front axle must be straight, one piece steel tubing only with no camber adjustments. No split axle or dropped axle allowed. All brackets on front axle must be bolted or welded (no bird cages or slides). Modified type front spindles only. It is recommended that bearing shafts be made of steel. Chassis may not be offset any more than 4" from center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height. (See Chassis Diagram for front end offset details). Front wheels must be fully exposed. No fenders are permitted.

WHEELBASE

1. Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".

CHASSIS GROUND CLEARANCE

1. There must be a minimum of 2 1/2" ground clearance from the chassis or anything attached to it, including any part of the body. No metal, lexan, or rubber air dams, fins, spoilers, or skirts are permitted under the car. No ground effects on cars.

SUSPENSION

1. No independent suspensions front or rear. No "A" frames or ball joints may be utilized for steering axis (kingpin only). No four wheel steering allowed that is actuated by steering wheel. All suspension systems must be mechanical with no form electrical, radio, or computer assistance. No form of traction control is permitted.

2. Sportsman division: No weight jackers or panhard rod adjusters which can be adjusted from the cockpit allowed. Cantilever suspensions and inboard shocks are not allowed. No sway bar adjustments that increase wheel weights from the cockpit. Sway bar quick disconnects are allowed.

SPRINGS

1. Any form will be allowed (torsion bars, coil overs, leaf springs, etc.) providing they are made from steel. No carbon fiber or titanium are allowed.

SHOCKS

1. Only one shock per wheel. No titanium.

2. Sportsman division: No shocks that can be adjusted from the cockpit allowed.

BRAKES

1. All cars must have four wheel hydraulic brakes in good working condition. No carbon fiber or aluminum rotors and pads are allowed. On the rear axles, one inboard and one outboard brake assembly is allowed. Brake tests may be conducted throughout the year.

FRONT BUMPER

1. Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095" wall thickness for main bumper and all bracing. It must consist of two rails, an upper and a lower. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.

The front bumper may not extend more than 24" in front of front axle center centerline.

2. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have all rounded ends and no sharp edges.

RUB RAILS

1. Must be made of round steel tubing only, with a minimum diameter of 1 ½" by .095" wall thickness. All bracing must also be a minimum of 1 ½" outside diameter by .095" wall thickness. Maximum wall thickness must be .095" with no solid bars or ballast added inside. Rub rails must be outside of body panels but may not exceed outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.

2. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.

3. Rub rails must be a minimum of 50" long, end to end.

FUEL TANK

1. One fuel cell with a maximum of 22 U.S. gallons is mandatory (used for gasoline only). Fuel tank height: 12" minimum from the ground to the bottom of the tank. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity.

2. Fuel tank must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060". Fuel tank must be fully foamed with just a minimal cut-out for filler. Cut-out may be no more than 6" wide by 10" long by 7" deep. Fuel lines must siphon from top only. No fuel lines bigger than #10.

3. No auxiliary tanks. No fuel filters with more than ½ quart capacity.

4. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage. Only one carburetor fuel log will be allowed and is limited to a maximum outside diameter of 1"

MUFFLERS AND EXHAUST SYSTEM

1. Two mufflers are allowed on a car at one time. Mounting position front to back will be optional however the exhaust must exit past the driver. Each muffler must have a tail pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only. No exhaust pipe may face outside the car.

2. Any manufacturer of exhaust header is allowed, but header material is limited to steel or stainless. No cross-over pipes are permitted connecting the two banks of cylinders.

3. The only allowed mufflers are:

Modified: Dynomax: 17223, 17224, 17539, 17296 and 17298.

Sportsman: Dynomax: 17223 and 17296.

BALLAST WEIGHT

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails,

must be securely fastened, and must remain stationary while racing.

OILING SYSTEM

1. Modified Division: One oil tank, one oil cooler and one American passenger car sized battery will be the only exceptions allowed to be mounted outside the frame rails. Oil tank maximum capacity - 12 quarts.

2. Tank and cooler must be fully enclosed by the body and must be securely mounted, however, excessive bracing used for mounting these items to obtain more left side weight will be subject to the discretion of the track inspector.

3. Sportsman Division: One oil cooler, and one American passenger car sized battery will be the only exceptions allowed to be mounted outside of the frame rails.

WHEELS

1. Modified Division: Only aluminum wheels are allowed. No magnesium, steel, or carbon fiber is permitted. Bleed off valves are allowed.

2. Rim width restricted to 14" maximum. This is measured from the inside of the left bead to the inside of the right bead on the wheel. Wheel diameter limited to 15" only.

3. Beadlocks are allowed. Any wheel or beadlock that is used must maintain a minimum diameter of 11" hole inside beadlock and wheel. Beadlocks may be outside only, except the left rear, which may have an inside beadlock.

4. No wheel covers or hubcaps on the inside of wheels are allowed. Wheel covers/hubcaps are allowed outside of the wheels providing they are one piece, attached as part of the beadlock and maintain a minimum thickness of .090" with a minimum hole in the middle of 4.5".

5. Foam inserts or corrugated plastic (with approved installation) may be allowed when track conditions warrant. No unsafe wheel covers attached by dzus buttons are allowed. This is at the discretion of officials.

6. Sportsman and Spec Sportsman Division: Only one piece steel wheels may be used. Rim width restricted to 14" maximum.

TIRES-Must be American Racer. Compounds-L/R -33 & 44 R/R-33,38,44, 48 & 50
Front-33

Section 4: MODIFIED ENGINE RULE SPECIFICATIONS

Accord Speedway will follow 2004 DIRT engine rules as well as allowing non conforming engines to compete.

MOTORS NOT FOLLOWING 2004 DIRT RULES

Big Block, Small Block, 430CI, 9to1, aluminum spec head, crate engine, gas or alcohol, and wet or dry sump are all allowed to compete but must weigh 2600 lbs no 2% allowance. Fuel injection will not be allowed.

Modifieds following 2004 DIRT engine rules must conform to the following specifications:

This class is reserved for North American passenger car V-8 engines with cast iron blocks and

cylinder heads. All engines must maintain stock bore and stroke combinations.

Engine Maximum Overbore

Chevy 350 C.I., 4.00" bore x 3.480" stroke +.070

Chry. 360 C.I., 4.00" bore x 3.578" stroke +.020

Chry. 340 C.I., 4.04" bore x 3.313" stroke +.060

Ford 351 C.I., 4.00" bore x 3.500" stroke +.060

A 4 cu. in. wear allowance is allowed for all manufacturers.

BLOCKS

1. Stock OEM and cast iron performance blocks such as Chrysler ® Block, Chevy Bow-Tie, Ford- SVO and DART are permitted.

CYLINDER HEADS

1. Only cast iron OEM stock production heads allowed. Chevy bow-tie or DART Iron Eagle 200, 215 or 230, Chrysler W-2 and Ford performance heads are permitted. All part numbers must be approved by DIRT to be eligible. Part and casting numbers must remain on heads. Chevy Vortec and Ford GT 40 heads are not allowed. Stock valve guide diameter must be maintained. Valve stem maximum and minimum diameter, plus or minus .005" must be as follows: Chevy 11/32", Ford 11/32", Chrysler 11/32". Valve guide location and angles may not be altered. Valves must be solid steel only, but valve head sizes are optional. Valve guide liners are permitted, Modification to valve guides and bosses are not allowed. Any amount of valve seat inserts are permitted. Milling or angle milling of the cylinder head to any amount is permitted. Titanium valves and valve spring retainers are permitted. No carbon fiber engine parts allowed. No modifications are allowed in the combustion chamber. Any angle valve job is allowed. No welding, epoxy or polishing allowed. Intake and exhaust port openings must retain stock dimension, both in height and width, and maintain stock location. **THIS IS A NON-PORTED CLASS.**

Inspection will be conducted with the head on the engine but the method of checking will require the removal of the intake and exhaust manifolds. Heads will be removed only to submit to Accord officials. The method of checking the legality of the heads will include inspection for welding and epoxy plus the use of the following gauges.

1) A go/no go gauge will be used to determine the height and width of the intake port. Gauges are available for Ford, Chevy, Chrysler and DART.

2) A go/no go gauge will be used to determine the height and width of the exhaust port. Gauges are available for Ford, Chevy, Chrysler and DART.

3) A go/no go intake runner ball will be used to determine the dimension of the intake runner push rod area. Gauges are available for Ford, Chevy, Chrysler and DART.

4) An exhaust valve seat ball consisting of a .531" diameter ball bearing welded to a 1/4" shaft will be used. With the valve fully opened, the ball will be placed against the valve stem and moved in a full circle (360 degrees) around the valve stem. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal.

5) An intake valve seta ball will be used on the intake side using the same procedure as described for the exhaust side, except the ball size will be .787". These methods of checking the head will hold true with a hot or cold engine. No extra time will be given for the engine to cool off. **NOTE:** The track may continue to run ported cast iron OEM heads at the discretion of the promoter. All rules will be the same as non-ported except the weight will be 2650 lbs. Anyone found to be illegal in any way in the cylinder head area will result in complete disqualification, losing all moneys and points for the night (Zero Tolerance).

CRANKSHAFT

1. Any steel or cast iron allowed providing it maintains stock stroke as manufactured for

the engine block used.

RODS

1. OEM stock production or aftermarket solid steel are allowed. No titanium or aluminum. Maximum rod length will be 6". Engines with longer than 6" rods must meet stock OEM specs.

PISTONS

1. Any make 3 ring flat top aluminum pistons only.

VIBRATION DAMPENERS

1. May be any stock OEM or aftermarket steel or cast-iron only. No fluid or friction dampeners allowed. Must be one piece construction only. No bolts or snap-ring assemblies. Safety rings are allowed. Rubber-lined is permitted.

CAMSHAFT

1. Any type allowed. No overhead cams. Roller rockers, Shaft Rockers allowed. Stud girdles will be allowed. No gear or belt driven cams. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. No lash caps allowed on valves.

INTAKE MANIFOLD

1. Any American production as cast 4 barrel allowed (single plane aluminum only). No homemade type manifolds allowed. Part and casting numbers must remain visible and not ground off. No welding, epoxy, acid-dipping or polishing allowed. No coating of any kind is allowed. Outside machining for clearance of valve cover is allowed. Matching to cylinder head with a maximum depth of 1/2" inside the manifold is allowed. Cylinder head may not be touched.

CARBURETOR

New change for 2009-Open carburetor for Modified division

1. One 650 cfm Holley allowed. Carburetor must maintain stock venturi and throttle bore dimensions: primary venturi 1 1/4". The only allowed part numbers are Holley 4777 and Holley 80777. Carburetor must remain stock in all respects. Booster height must remain stock (no cutting or polishing). No visible modifications without disassembly. Go/no go gauge measurements valid on hot or cold carburetor. Carburetor maximum height measured from bottom or carburetor base to machined horizontal gasket surface of block will be 7" in both front and rear of block.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW, ANY OTHER

MODIFICATION NOT MENTIONED IS NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports,
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed air correction jets.
- Milling of center of carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.

- The jets may be changed as needed.

IGNITION

1. H.E.I., magneto, or ignition box will be allowed. No crank trigger systems allowed. One ignition coil and one ignition box allowed. Alternators will be optional. Traction control devices are not allowed. Ignition boxes must remain as manufactured with no internal or external alterations. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM

1. No dry sump system allowed. Oil may be in steel or aluminum pan only. Oil pan must have ¾" inspection hole for connecting rod verification on left side of pan. No external oil pumps allowed. No Accu-sumps allowed. Oil coolers are allowed.

WATER PUMPS

1. Pumps, pulleys and fans are optional.

FUEL PUMPS

1. Must remain in and be driven as stock OEM equipment. No electric pumps.

FUEL

1. Racing gasoline only. No nitrous or any other additives. All fuels subject to random testing at each track. Not: Any infraction of the engine or fuel specifications as mentioned above will result in complete disqualification.

MINIMUM WEIGHTS FOR MODIFIEDS, SPORTSMAN AND SPEC

SPORTSMAN

1. Weights are taken including driver with no fuel added. Track scales will be official, no protests or appeals are allowed on their findings.
2. Weight violations are subject to complete disqualification at the discretion of the track promoters and/or officials.

MODIFIED

Dirt Legal 358 Full Spec-heads, manifold & headers-gas-no chip 2350 lbs

Dirt Legal 358 Spec heads only-gas-no chip 2400 lbs

Dirt Legal (2004) 358 Iron heads-gas- 2400 lbs

Dirt Legal (2004) 358 Iron heads-alcohol- 2450 lbs

Dirt Legal Big Block- 2500 lbs

Any other engine-410 430-dry sump-2500 lbs

No 2% allowance

Sportsman- 2450 lbs. No 2% allowance

Spec Sportsman- 2450 lbs with aluminum wheels No 2% allowance -- 2400 lbs with steel wheels No 2% allowance

These weights apply when competing in the spec sportsman division only. If a spec sportsman car elects to compete in the sportsman division the vehicle must weigh 2450 lbs and can only compete with steel wheels.

Section 5: Sportsman Engine Specifications

This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads.

ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE ALLOWED. ALL ENGINE PARTS MUST HAVE CASTING OR PART

NUMBERS ON THEM FOR IDENTIFICATION. All engines must maintain stock bore and stroke combinations.

Engine Maximum Overbore

Chevy 350 C.I., 4.00" bore x 3.480" stroke +.070

Chry. 360 C.I., 4.00" bore x 3.578" stroke +.020

Chry. 340 C.I., 4.04" bore x 3.313" stroke +.060

Ford 351 C.I., 4.00" bore x 3.500" stroke +.060

A 4 cu. in. wear allowance is allowed for all manufacturers.

OEM firing order as per manufacturer for all divisions EXCEPT Modified

**ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:
BLOCKS**

1. The engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance blocks allowed. DART 'Little M' Sportsman block (part #3115111) is allowed.

CYLINDER HEADS

1. Cast iron OEM stock production heads or 180 cc DART Iron Eagle heads (part #10120010 straight plug or 10110010 angle plug) only. Chevy bow-tie, Chrysler W-2 and Ford performance heads are all allowed providing they meet the rules and not fall into the category of unfair competition. All heads must pass ball check. The Chevy Vortec and Ford GT 40 are not allowed. Cylinder heads must be of same manufacturer as engine block (except DART). Sand-blasting, bead-blasting, acid-dipping, porting, polishing and welding are prohibited. Milling or angle milling of the cylinder head to any amount is allowed. No epoxy or coating of heads is allowed. No relieving or unshrouding of valves in the combustion chamber. Valve head sizes are optional providing they maintain stock OEM positioning in valve guides (distance apart and angles). Valve steel guide liners are allowed. Valve material must be one-piece solid steel or stainless steel, no titanium, or sodium filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center. Valve stem maximum and minimum diameter, plus or minus .005" must be as follows: Chevy 11/32", Ford 11/32", Chrysler 11/32". No hand grinding, sanding, blending or deburring where a cutter or stone leaves off. **THIS IS A NON-PORTED CLASS.**

Inspection will be conducted with the head on the engine but the method of checking may require the removal of the intake and exhaust manifolds. Heads will be removed for surrender to Accord officials if necessary. The method of checking the legality of the heads will include a visual inspection for grinding and polishing plus the use of the following gauges:

1) A no/go gauge will be used to determine the height of the intake port. Gauges are available for Ford, Chevy and Chrysler.

2) A no/go gauge will be used to determine the height and width of the exhaust port.

Gauges are available for Ford, Chevy and Chrysler.

3) A no/go go intake runner ball will be used to determine the dimension of the intake runner. Gauges are available for Ford, Chevy and Chrysler.

4) An exhaust valve seat ball consisting of a .531" diameter ball bearing welded to a 1/4" flexible shaft will be used. With the valve fully opened, the ball will be placed against the valve stem and moved in a full circle (360 degrees) around the valve stem. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal.

5) An intake valve seat ball using the same procedure as described for the exhaust side will be used, except the ball size will be .787".

NOTE: This method of checking the head will hold true with a hot or cold engine. No extra time will be given for the engine to cool off.

RODS

1. OEM stock production or aftermarket solid steel rods are allowed. No titanium, aluminum, or billet. Rods may not be polished. Rod lengths must be OEM specs for the engine block used. Example: Chevy is 5.7", Chrysler is 6.125", Ford is 5.956".

CRANKSHAFT

1. Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. Aftermarket OEM replacement crankshafts with holes drilled through crankpins are allowed providing they maintain stock appearance and specs. No lightweight cranks. Minimum rod journal is 2.100". Knife-edging, narrowing or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crank.

PISTONS

1. Any brands, three ring flat top aluminum pistons only. No coating of any kind is allowed.

VIBRATION DAMPENERS

1. Any steel or cast iron, stock OEM vibration dampener is permitted providing it is not machines or altered in any way. No fluid or friction dampeners are allowed.

CAMSHAFT

1. Any hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters, or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Engines with stock OEM shaft rockers are legal. Roller rockers with optional ratios are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flay steel lifter galley plate may be used to prevent engine damage in case of push rod failure.

INTAKE MANIFOLD

1. Must be a stock passenger car, cast iron 2 barrel intake manifold. No porting, polishing, welding, matching or acid dipping is allowed. An optional aluminum four barrel as cast box stock, spec manifold may be used. No work of any kind may be done on this optional manifold. The manufacturer is Brodix, part #HV1011 for Chevy, Edelbrock part #2915 for the Chrysler 340 heads, Edelbrock part #2920 for the Chrysler W-2 head, and Edelbrock part #2981 for the Ford 351 Windsor.

CARBURETOR

1. Any American stock OEM 2 barrel carburetor up to 1 11/16" throttle bore with no

adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW, ANY OTHER MODIFICATIONS NOT MENTIONED ARE NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed air correction jets.
- Milling or center carburetor body metering block surface a minimum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

IGNITION

1. Stock OEM (Original Equipment Manufactured) distributors and coils only. No trigger ignition systems allowed. No Mallory or Accel ignitions may be used. On H.E.I. ignition systems coils must remain in the distributor and system must remain as manufactured. On point-type distributors, coils must be stock. With any system used, only one coil will be allowed on the car. One 12 volt batter allowed. OEM firing order as per manufacturer.

LUBRICATION SYSTEM

1. No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verifications on left side of pan. No external oil pumps or Accu-sumps allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. Oil coolers will be permitted providing they are mounted under the left wing or under the hood only.

WATER PUMPS

1. Must be cast iron only. Radiator fan must be steel only. No electric cooling fans or pumps.

FUEL PUMPS

1. Must remain in and be driven as stock OEM equipment. No electric fuel pumps are allowed.

FUEL

1. Racing gasoline only. No nitrous or any other additives are permitted. All fuels are subject to random testing at the track.

Section 6: Spec Sportsman Division Rules

The Spec Sportsman division will have the same rules as the Sportsman division with the exception of a GM Crate Engine. The part # is 88958602. This is a factory-sealed 350 horsepower hydraulic lifted engine requiring minimal maintenance. A Holley 4777 4 bbl

carburetor must be run on the Crate Engine. A \$150 limit on shocks will be enforced in this division. A gear rule may be enforced by management. . **Pump gas** only or low octane racing fuel. No nitrous or any other additives permitted. All fuels are subject to random testing.

ANY REPLACEMENT PARTS MUST COME OFF THE SPEC SHEET PROVIDED AT THE TIME OF THE ENGINE PURCHASE. STOCK GM REPLACEMENT PARTS ONLY!

Section 7: Pro Stock Division Rules

Open to any North American passenger car chassis from 1968 to present. No Jeeps, trucks, Corvettes or convertibles will be allowed even if metal top has been installed. Full frame cars are highly recommended. Note: Anything not covered by the following rules should be checked with the track inspector before proceeding.

MANDATORY SAFETY RULES

The following rules are mandatory and will be strictly enforced:

- 1.** All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track official's decision regarding any safety infractions will be final.
- 2.** Roll cage must be constructed from seamless round steel tubing with a minimum 1 ½" outside diameter and 1/8" wall thickness or 1 ¾" outside diameter by .090" wall thickness only. There are several allowable variations of the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six-point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one behind the driver on each side of the frame. They must be securely welded only to the flat horizontal part of the frame, not the kick-ups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at least two inches above helmet height of the driver when strapped in the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights. At least one bar must be extended to the outer door skin for added driver protection. These horizontal bars must have at least one set of vertical supports positioned between the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and of course more are preferred. All junctions of two or more tubes in the cage must be joined with at least 1/8" steel gussets for strength. Threaded pipe, pipe fittings, lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of welds is not permitted. All roll cage bars within 18" of driver's body, extended arms legs, head etc. must be adequately padded for protection.
- 3.** Cars must contain shock resistant roll bar padding on all bars that the driver's head may come into contact with while strapped into the seat. Steering wheel center must also be padded.

- 4.** All cars must be equipped with a safe, high back type, aluminum racing seat only. The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six (6) 3/8" bolts - four (4) on the bottom and two (2) on the back (no floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). Seats must be as close to stock OEM position as possible. A functional padded headrest, built into the seat, must be in line with the center of the driver's head.
- 5.** All cars must have 3" width lap belt and shoulder harness with two belts over the shoulder. Buckles must be of quick release type. Also, there must be a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through belt webbing for mounting. Cam lock seat belts are not allowed. If belts have cotter pin locks, the pins must be in place. Belts may be rejected if not in good condition. Note: Sternum shoulder harness is highly recommended.
- 6.** All drivers must wear a 2000 or newer SNELL approved helmet and firesuit. NOTE: the following items are highly recommended: one piece fire suit, a full face helmet, fire retardant underwear, arm restraints, gloves, racing shoes and a neck brace.
- 7.** All cars must have full windscreen of substantial material at least 1/16" in thickness, with a maximum opening of holes of 2" by 1" / No chicken wire or aluminum screens will be allowed. Screen must cover entire windshield area from right to left across the cage and from the top of cage down to hood or cowl. Any shields, visors or cardboard may not block visibility.
- 8.** Front and rear firewalls are mandatory and must be constructed from steel of at least 18-gauge thickness. Rear firewall must extend from top of window shelf downward, and attach to floorboards and must have no holes. Front firewall must extend from dash downward and attach to the floorboards with all holes securely covered with sheet metal to isolate driver from the engine compartment. See body section for further specifications.
- 9.** All crews must carry an operable fire extinguisher capable of extinguishing gas and oil fires.
- 10.** Only one 12-volt battery permitted. Battery must be properly secured inside a marine style battery box. A mandatory battery shut-off switch must be mounted, marked and easily accessible to the safety crew. NOTE: Battery must be mounted under hood only.
- 11.** All cars must have an ignition switch that is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint for the safety crew to recognize.
- 12.** A fuel shut-off valve must be mounted within easy reach of the driver, and must be labeled ON/OFF with a bright colored paint for the safety crew to recognize.
- 13.** All fuel lines and power steering lines, and fittings running through the driver's compartment must be of an approved type. Braided lines are required, no rubber hoses will be allowed. No plastic or glass fuel filters will be allowed.
- 14.** All cars must be equipped with a horizontal crash bar mounted directly behind the fuel cell. This bar must be a minimum of 1 1/4" in diameter with .095" wall thickness to protect the cell from rear end damage.
- 15.** All cars must have four wheel hydraulic brakes, all in good working condition. Brake tests may be conducted throughout the year.
- 16.** Wheels must have a minimum of five (5) lug nuts on both front and rear.

17. Exhaust headers must be safe for driver and exit past driver's seat. NOTE: All exhaust pipes must exit facing rear of the car.
18. No mirrors or reflecting devices are allowed that would enable the driver to see the car behind. No radio communication is allowed between the driver and/or pit crews.
19. Inspectors reserve the right to request body panels or bumpers be replaced and painted if they have any sharp edges or do not look presentable to the sport.
20. All cars must have at least two (2) throttle return springs.
21. One-way radios are mandatory.

Pro Stock Division Body Specifications

ELIGIBLE BODIES

1. Any America or Canadian made passenger car body allowed 1968 to present. No compacts, foreign cars, trucks, sports cars or convertibles allowed. Aftermarket bodies are allowed, providing they look stock and match the wheelbase of the frame being used.

GENERAL APPEARANCE

1. Body must be stock appearing and mounted in stock location on frame. Ford or Mopar bodies with matching engine may be used on GM chassis. Stock manufacturer's sheet metal or aftermarket body must maintain the OEM fit and appearance. No air dams, skirts, or other aerodynamic enhancing equipment is allowed on the car, front or rear. This is not a Late Model class. No wedge shaped bodies or flat body panels are allowed. Officials reserve the right to reject any body parts.

BODY WIDTH

1. Maximum body width measured anywhere along the contour of the car may not exceed 82".

ALLOWABLE BODY MATERIALS

1. All parts of the body must be either steel or aluminum, except the hood, roof, and front and rear roof supports which may be aftermarket approved fiberglass.

ROOF

1. Roof must be one-piece construction and maintain stock contour and appearance.

HOOD/TRUNK

1. No hood scoops or raised hood boxes will be allowed except on aftermarket fiberglass hoods which may have a raised surface not to exceed 4 inches in height provided it is pre-manufactured into the design of the hood. No holes may be cut in the hood for any reason. Lift-off hoods and stock sheet metal trunk decks are allowed as long as they are fastened to properly seal off engine and/or trunk area.

SPOILER

1. A rear spoiler is allowed. Two options are available: 1) A one-piece aluminum spoiler with a maximum height of 5" 2) A one-piece clear lexan spoiler with a maximum height of 6 ½". (The Five Star Stock Car Bodies mounting bracket and spoiler combinations highly recommended). Both spoiler types must follow the contour of the body and may not extend out past the body width. Three vertical support fins are allowed to be mounted in front of the spoiler. These fins may not exceed the maximum height of the spoiler and are limited to 16" in length.

BUMPERS/NOSE

1. Front and rear bumpers may be of the hard rubber type used on the new cars. Front nose must be stock appearing. 'Dirt style' noses such as Performance Bodies part numbers 331040, 281040, 251040, etc. are not allowed. Front and rear bumper covers may not be widened from stock

width. Front nose may not exceed 47" from the front wheel centerline. Tail piece must be stock appearing with a bumper cover. No flat sheet metal allowed.

FENDERS

1. Full fenders only, with reasonable radius cut for tire clearance allowed. Front fenders must be one-piece steel or aluminum and must be stock appearing. Inner fender panels may be removed as long as fenders remain secure.

DASH

1. Dash removal is allowed, providing that the steering column is adequately secured and remains in stock location. If a new dash is installed, it may not protrude any further back than the original OEM dash, and must be even (in one plane) all the way across the car.

FIREWALL

1. A full steel engine firewall of at least 18 gauge in thickness is mandatory with all holes securely covered to isolate the driver from the engine compartment. A full rear steel firewall must seal off the driver's compartment from the trunk area. Front and rear firewalls must extend from fender to fender as straight a line as possible. No excessive firewall cutouts or tunneling for header/exhaust clearance allowed.

INNER TINWORK

1. No sheet metal extending from the passenger side dash back to rear shelf is permitted.

FLOORBOARD

1. A full floorboard must be retained from the engine firewall to the rear firewall and from body side skin to side skin. Passenger side floorboard may be level from top of the transmission and driveshaft tunnel but no higher, to allow for better ground clearance of both exhaust pipes and mufflers. No angular installations or cockpitting. Rusted floorboards must be replaced or securely covered with sheet metal in the original stock configuration to seal off driver's compartment. Any holes in the floorboard for shifter, etc. may be no larger than is necessary to facilitate the shift pattern. Shifter boots are highly recommended to help seal off driver's compartment.

Pro Stock Division Chassis Specifications

FRAME

1. Must be the same as the body manufacturer. No interchanging. Unibodies may tie sub frames together; however, if the ties extend through the car, the floor must be completely welded to the tie to seal the driver's compartment. Frames may be repaired where needed but the stock frame rails must remain in stock location. Frame must be stock OEM for year, make and model. All cars must have a minimum factory stock wheelbase of 107". No front or four wheel drive cars allowed. **NOTE:** On unibodied cars, only a homemade frame may be constructed using steel rectangular tubing only, with a minimum specification of 2" x 3" x .120" wall thickness. The 3" dimension must be in a vertical position. If using this option, it must start at the rear of the front stock OEM sub frame and continue all the way back up over (not under) the rear axle and end where the stock OEM rear sub frame ended. The new frame must be as wide as the

original sub frame. All springs, sway bars (if used on that particular model), and suspension mounts must be located in the same exact position and manner as they were located on the stock frame. Stock OEM suspension parts must be used. Rear sway bar can only be used if it was available on stock OEM model. The proper construction of this frame option regarding welds, cross-members, bracing, roll cage and the stock mounting links will be up to the discretion of the official.

SEAT

1. All cars must be equipped with a safe, high back type aluminum racing seat only. It is highly recommended that the seat have a minimum thickness of .125" (1/8"). The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six, with a minimum of six (6) 3/8" bolts - four (4) on the bottom and two (2) on the seat back (no floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). A functional padded headrest, built into the seat, must be in line with the center of the driver's head.

STEERING

1. Steering column must remain in stock locations as manufactured for the model and year. Steering quickener devices will be allowed provided they are commercially manufactured. No homemade steering quickeners of any type will be allowed. Steering quickener must be fully enclosed. The steering wheel center must be padded. A flexible, racing type steering wheel with quick release mounting is highly recommended.

RADIATOR

1. Only one radiator per car. Aluminum radiators are allowed. Radiator must remain in front of the engine in stock location between the frame rails. A 25 lb. pressure cap is recommended. An overflow catch can is mandatory. It is recommended to double clamp all hose connections.

ROLL CAGE

1. Must be constructed from seamless round steel tubing with a minimum of 1 1/2" outside diameter and 1/8" wall thickness or 1 3/4" and a .090" wall thickness only. There are several allowable variations to the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six-point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one behind the driver on each side of the frame. They must be securely welded only to the flat horizontal part of the frame, not the kickups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at least two inches above the helmet height of the driver when strapped into the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and more are preferred. All junctions of two or more tubes in the cage must be joined with at least 1/8" steel gussets for additional strength. Threaded pipe, pipe fittings, lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of the welds is not permitted. All roll cage bars within 18" of the driver's body, extended arms, legs, head, etc. must be adequately padded.

ENGINE

1. Must remain in stock OEM location on the chassis, up and down and left to right. Engine must be from the make chassis it is mounted in. The maximum point of engine setback allowed will be when the center of the number one spark plug hole, on all make engines (furthest cylinder forward), is in line with the center of the top ball joint. No sliding or adjustable motor mounts are permitted.

TRANSMISSION

1. Automatic transmissions must have stock OEM torque converter with all gears working. Three and four speed manual transmissions must have all gears working and must have a single clutch disc mounted in stock location. No aluminum clutch parts are allowed. No over-drives or underdrives are allowed. Only steel flywheels with stock diameter are permitted. Drilling or machining for lightening purposes is not allowed. Note: Overdrilling for balance will be up to the discretion of officials.

SCATTERSHIELD:

1. Steel scatter shields or steel scatter proof bell housings for standard transmission cars are mandatory. Automatic transmission explosion blankets are highly recommended. All bell housings must have a 1" diameter hole drilled near the top to allow visual inspection of the flywheel and converter.

DRIVESHAFT

1. Only a steel driveshaft is permitted. Drive flanges on rear end and transmission must be steel. All cars must have a suitable driveshaft sling behind the transmission., under the front U-joint, to prevent the driveshaft from digging into the track or bouncing out or up into car in case of failure. Driveshaft must be painted white for safety.

REAR END

1. Differential housing must be in stock location. Stock passenger car rear ends only. No truck, wide rears, floaters, limited slip, or quick change rear ends allowed. Welded spiders or steel spool only, no aluminum spools are allowed. It is recommended that integral type rears with horseshoe clips holding axles in tack welded to prevent fallout. The rear end must be from the same manufacturer as the car in which it is mounted. No torque arms allowed. OPTIONAL: The Ford 9" rear may be installed in any chassis providing it utilizes all the same parts needed to hold in the rear end that it replaced. Rear end must be in the same location, front to back, and be centered in the chassis.

FRONT END

1. (except shocks) Must be stock type components and locations. No lowering or lifting blocks are permitted. Coil spring spacers are allowed. One jacking bolt is allowed per wheel.

WHEELBASE AND TREAD

1. Must maintain stock specifications for the type of chassis. No wheelbase setbacks are permitted. No rear end offsets (this applies to all four corners of the car). Maximum tread width front and rear is 81" (with 1/2" tolerance) for all cars, measured from outside the tire sidewalls. Minimum wheel base allowed - 107" for both sides.

SUSPENSION

1. Stock steel or tubular aftermarket upper A-frames are acceptable. Aftermarket upper A-frames are acceptable. Aftermarket tubular A-frames must be one-piece steel with a minimum wall thickness of '095" with no form of adjustment. Cross shaft must be steel

only. Stock type ball joint only. No adjustable uniball type. Chassis cross-shaft mounts for upper A-frames may be fabricated and relocated. Any excessive cutting of A-frames for shock clearance is up to the discretion of officials. Ball joints used must maintain stock ride height. Optional for rear coil cars only, tubular steel upper rear control arms may be used for adjustment of the pinion angle. All original OEM locating brackets must remain intact. The same type and positioning of springs must be used that the chassis had in stock OEM form. Front leaf spring mounts may have a maximum of four mounting holes for chassis height adjustment. Slotted mounts are not allowed. Rear shackles may have multiple holes for the same purpose. Coil spring spacers and adjustable lowering blocks are allowed. Full frame coil spring cars may use a third upper locating link with an additional panhard bar. The third link must be a centered mount on the rear (or a single stock or fabricated upper trailing arm could be used in stock location, if desired). The third link must have a single mounting location on the rear end and must be steel with heim ends. Lower trailing arm links may be fabricated, and must be mounted in stock location to both the chassis and rearend housing. The panhard bar must be mounted behind the rear end, attaching to one side of the rear end housing and the other side of the chassis. No j-bars or pinion mount panhard bars allowed but multiple vertical mounting locations are acceptable. All three links may be affixed with rod and bearings, solid mounted or mounted in rubber. No coil spring or shock absorber type links. One jacking bolt per wheel is allowed. Spring mounting pads on leaf or coil cars, must be stock and be welded in one position on the rear end housing. A rear sway bar may be used providing it was used on that model chassis (not body) during production.

SPRINGS

1. Must be original stock type and location (leaf for leaf, coil for coil, torsion bar for torsion bar). Coil spring cars, however, have the option to convert to leaf springs. Stock sway bar will be allowed if used in original production. No helper springs will be permitted. Steel springs only (no carbon fiber, other). On leaf spring configurations, rear slider mounts are permitted. Ford, Chevy and Chrysler cars may interchange springs providing springs maintain individual specifications.

SHOCKS

1. Only one (1) shock per wheel. Shock must be steel-bodied and with a maximum racer's list price of \$100 U.S. Shock mounting location is optional. No cantilever mounted shocks are permitted. No air shocks, coil over, or load-leveler type shocks. No air bags, aluminum, or adjustable rate shocks are allowed. Shocks that involve the use of Schrader valves are not allowed.

BRAKES

1. Operable and effective four wheel hydraulic brakes mandatory on all four wheels at all times. No three wheel, left side or shut-off configurations allowed. Rear disc brakes may be installed if that particular manufacturer had used them in production and providing the rotors and calipers are stock OEM parts. In cockpit brake bias adjustments are allowed. The use of dual master cylinders with proportioning adjustment is allowed. Note: Brake rotors front or rear may not be drilled for any reason.

BUMPERS

1. Stock front and rear bumpers are acceptable. They may be securely reinforced under

and at the ends of the splashguard to remain stock appearing. They must also be stock for the year, make and model. No added visible upper or lower bumper reinforcements, they must be in line with the bumper. Rounded tubing corner supports will be allowed to prevent cars from hooking together and losing bumpers. Fabricated front or rear bumpers may be used if entirely covered by stock type rubber bumper cover. No outside reinforcements allowed. All cars must have tow hooks easily accessible on both front and rear.

RUB RAILS

1. One horizontal rub rail on each side of the car between the wheels is allowed. Must be steel square tubing with a maximum dimension of 1" wide by 2" high. Rails must mount flush against the body panels with each end cut at 45-degrees and capped with no sharp edges.

BALLAST WEIGHT

1. If ballast weight is needed to make total weight, it must be securely bolted to the inside of both frame rails, be painted white and marked with the car number.

BATTERY

1. All cars must be self-starting. Battery must be located under the hood only. It must be securely fastened down inside a marine-style battery box to prevent a safety problem. Battery must be completely sealed off from driver's compartment.

FUEL TANK

1. A fuel cell with maximum capacity of 22 U.S. gallons is mandatory. Cell must be located in trunk area only. The cell must be square or rectangular in shape only and must be mounted in a fixed, non-adjustable position, centered between the frame rails. Cell must be fully encased in a steel container with a minimum thickness of 20-gauge. Fuel must siphon from the top only and a one-way check valve is required in the vent line. Cell must retain foam inside. The bottom of the cell must be a minimum of 12" off the ground. A tubing bar with minimum dimensions of 1 ¼" x .095" tubing must protect bottom and back of the fuel cell. No external filler connections are allowed, the filler tube neck must remain totally inside the trunk area. No access holes for filler neck are allowed; the trunk cover must have to be opened to add fuel. All fuel lines and fittings must be leak-proof.

MUFFLERS AND EXHAUST SYSTEM

1. Dynomax part #17218 is the preferred Accord Pro Stock muffler, though the use of stock or "California turbo" type mufflers will be allowed. No glass pack type mufflers. Mufflers may not be altered or modified from original design in any way. Maximum exhaust pipe diameter is 2 ½". The complete exhaust system must remain under the car and exit to rear behind driver. No modified type mufflers allowed. Stock cast-iron unaltered exhaust manifolds are allowed. Optional factory steel street headers are allowed. Primary pipes must maintain 1-5/8" maximum diameter from flange to collector. Crossover headers (no 180-degree headers) are allowed with primary pipes that maintain a 1-5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8". No crossover connecting pipes to each exhaust system.

WHEELS

1. Only one piece, steel wheels with a maximum width of 10" and diameter of 15" are allowed. All four wheels must have a minimum of five (5) lug nuts. Lug stud threads must go past the full thickness of the wheel nut. This must be on all four corners of the car. Lugs and nuts recommended to be 5/8" diameter on all corners. Wheel offset, front or rear, can be 3" minimum of 4" maximum on either side with a maximum tolerance of 1/4". Wheel centers may not be altered. No bead locks may be used.

TIRES-Must be American Racer 29x11x15 SD 44 28.5x11x15 SD40

MINIMUM WEIGHTS

1. Weights are taken including driver with no fuel added. Track scales will be official, no protests or appeals are allowed on their findings.
2. Weight violations are subject to complete disqualification at the discretion of the track promoters and/or officials.

Pro Stock without crate motor- 3000 lbs. No 2% allowance allowed

Pro Stock with crate motor- 2800 lbs. No 2% allowance allowed

Pro Stocks may run a Quick Change Rear or follow previous year's rules

Pro Stock Engine Specifications

CRATE ENGINE

Crate engines will be allowed to compete in the Pro Stock division and will be given a 200 lb weight allowance. Minimum weight for pro stock with a crate engine will be 2800 lbs. The crate engine part # is 88958602. This is a factory-sealed 350 horsepower hydraulic lifted engine requiring minimal maintenance. A Holley 4777 4 bbl carburetor must be run on the Crate Engine. **ANY REPLACEMENT PARTS MUST COME OFF THE SPEC SHEET PROVIDED AT THE TIME OF THE ENGINE PURCHASE. STOCK GM REPLACEMENT PARTS ONLY!**

NON-CRATE ENGINE SPECS:

This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads.

ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE ALLOWED.

ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR

IDENTIFICATION. All engines must maintain stock bore and stroke combinations.

Engine Maximum Overbore

Chevy 350 C.I., 4.00" bore x 3.480" stroke +.070

Chry. 360 C.I., 4.00" bore x 3.578" stroke +.020

Chry. 340 C.I., 4.04" bore x 3.313" stroke +.060

Ford 351 C.I., 4.00" bore x 3.500" stroke +.060

A 4 cu. in. wear allowance is allowed for all manufacturers.

OEM firing order as per manufacturer for all divisions EXCEPT Modified

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

BLOCKS

1. The engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance type blocks allowed.

CYLINDER HEADS

1. Only cast iron OEM stock production heads that pass the ball check and were produced by Chevy, Chrysler, or Ford with part and casting numbers approved by Accord Speedway are eligible to run. Chevy Bow-Tie, Chrysler W-2 and Ford performance heads are all allowed providing they meet the rules and not fall into the category of unfair competition. The Chevy Vortec and the Ford GT 40 are not allowed. No aftermarket heads allowed. Cylinder heads must be from the same manufacturer as engine block. Sand blasting, bead blasting, acid-dipping, porting, polishing and welding are prohibited. Milling or angle-milling of the cylinder head to any amount will be allowed. No epoxy or coating of heads is allowed. No relieving or unshrouding of valves in the combustion chamber. Valve head sizes are optional providing they maintain stock OEM positioning in valve guides (distance apart and angles). Valve guide liners are allowed. Valve material must be one-piece solid steel or stainless steel, no titanium, or sodium-filled valves allowed. The only titanium allowed in these engines is the valve spring retainers. Any carbon fiber engine parts are illegal. Any amount of valve seats per cylinder head may be installed for the purpose of repairing a head. Any angle valve job will be permitted as long as it is done on a machine that cuts concentric to the valve guide center. Valve stem maximum and minimum diameter, plus or minus .005" must be as follows: Chevy 11/32", Ford 11/32", Chrysler 11/32". No hand grinding, sanding, blending or de-burring where a cutter or stone leaves off. **THIS IS A NON-PORTED CLASS.** Inspection will be conducted with the head on the engine but the method of checking may require the removal of the intake and exhaust manifolds. Track officials reserve the right to remove heads, which can be surrendered to the tech staff. The method of checking the legality of the heads will include a visual inspection for grinding and polishing plus the use of the following gauges that are available:

- 1) A no/go-go gauge will be used to determine the height and width of the intake port. Gauges are available for Ford, Chevy and Chrysler.
- 2) A no/go go gauge will be used to determine the height and width of the exhaust port. Gauges will are available for Ford, Chevy and Chrysler.
- 3) A no/go go intake runner ball will be used to determine the dimension of the intake

runner.

Gauges are available for Ford, Chevy and Chrysler.

4) An exhaust valve seat ball consisting of .531" diameter ball bearing welded to a ¼' flexible shaft will be used. With the valve fully opened, the ball will be placed against the valve stem and moved in a full circle (360 degrees) around the valve stem. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal.

5) An intake valve seat ball using the same procedure as described for the exhaust side will be used, except the ball size will be .787".

NOTE: This method of checking the head will hold true with a hot or cold engine. No extra time will be given for the engine to cool off. Special Note: Anyone found to be illegal in any way in the cylinder head area will result in complete disqualification, losing all moneys and points for the night.

CRANKSHAFT

1. Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. No lightweight cranks. Minimum rod and main journal sizes must be either must be either Chevy, Ford or Chrysler specs only. Minimum rod journal is 2.100". Knifeedging, narrowing or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crank.

RODS

1. OEM stock production or aftermarket solid steel rods are allowed. No titanium or aluminum. Maximum rod length is 5.7". Engines with longer than 5.7" rods must meet stock OEM specs. No polished or billet rods allowed.

PISTONS

1. Any brand, 3-ring flat top aluminum pistons only. No coating of any kind is allowed.

VIBRATION DAMPENERS

1. Must be steel or cast iron only, stock OEM, not machined or altered in any way. No fluid or friction dampeners allowed.

CAMSHAFT

1. Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Roller rockers with optional ratios are legal. Engines with stock OEM shaft rockers are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel lifter galley may be used to prevent engine damage in case of push rod failure. Note: timing chain cover must be one piece, stock steel.

FUEL PUMP

1. Must remain in and be driven as stock OEM equipment. No electric pumps or glass bowl filters.

INTAKE MANIFOLD

1. Must be cast iron 2 barrel intake manifold stock passenger car only. No porting, polishing, welding, matching, or acid-dipping is allowed. Two optional four barrel aluminum single intake plane intakes are allowed. For Chevy Weiand part #7547 and Edelbrock part #5001 are allowed. For Ford the intakes are Weiand part #7515 and Edelbrock part Edelbrock #5021. For Mopar the allowed intakes are Weiand part #7545

and Edelbrock part #5076. The spec aluminum modified as sold adapter for all the aluminum manifolds is BRP part # BRP377. No modifications allowed on spec adapter of any kind.

CARBURETOR

1. Any American stock OEM 2 barrel carburetor up to 1 11/16" throttle bore with no adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers allowed.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW. ANY OTHER

MODIFICATION NOT MENTIONED IS NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

IGNITION

1. Stock OEM distributors and coils only. No trigger ignition systems allowed. No Accel or no Mallory ignitions may be used. On H.E.I. ignition systems, coils must remain in the distributor if stock OEM, all H.E.I. distributors must remain stock as manufactured. On point type distributors, coils must be stock. With any system used, only one coil will be allowed on car. OEM firing order as per manufacturer.

LUBRICATION SYSTEM

1. No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of the pan. No external oil pumps allowed. No Accu-sumps are allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valve covers, intake manifold or oil pan. Only two breathers on any valve cover will be allowed. The use of oil coolers will be permitted, providing they are mounted under the hood only.

WATER PUMP

1. Must be cast iron only. Radiator fan must be steel only. No electric cooling fans or pumps.

FUEL

1. Only racing gasoline may be used. No nitrous or any other additives are permitted. All fuels are subject to random testing at the track.

Section 9: Pure Stock Division Rules

The Pure Stock division is for the hobby/entry level driver and is not intended to be a high dollar car division. These rules are for the safety and fairness of all in the pure stock division. All drivers must be at least 14 years old. All drivers under 18 years of age must have on file at the speedway a release form signed by a parent or legal guardian.

A fire extinguisher capable of putting out fuel and oil fires will be on hand in the car's pit area (not in the car) and is mandatory. Cars are subject to inspection/re-inspection at any time during the season to ensure compliance with these rules. Especially following major damage from wrecks.

Tech inspectors and Track Officials reserve the right to perform an in depth technical inspection on any car they feel is not in compliance with these rules no matter what position the car finished in the event. Any car found not in compliance with these rules **EXCEPT THOSE RULES CONCERNING THE PERSONAL SAFETY OF ANY AND ALL** will be allowed to participate in that week's event but will automatically be disqualified from receiving prize money and points for that event, and will not be eligible to participate in future events until the infractions are corrected. **TOW HOOKS** or easily accessible lifting cables front and rear are **MANDATORY**

WHEELBASE

1. Stock OEM measurements for the year, make and model. No station wagons, convertibles, 4 wheel drives, or front wheel drives.

WINDSCREENS

1. All glass must be removed. Windscreens will be fabricated from heavy steel wire screening with square opening of 1/2" to 3/4". One support bar will run from roll cage down to dash for support and screen will cover the entire original windshield opening. Window nets are mandatory and must be able to easily be opened from both inside by driver or outside by safety personnel.

STOCK APPEARANCE

1. Fenders and rear wheel wells may be cut away in a reasonable manner to allow for clearance; front inner wheel wells may be removed. All chrome and painted trim will be removed. No sharp or jagged edges and no rear view mirrors. All holes (machined, cut or rust) will be covered and sealed in firewall, floor pans, and truck bulkhead to prevent fire and/or hot liquids from entering driver's area especially where the fuel line passes through the truck bulkhead and firewall. Cars that do not have a bulkhead between the truck and driver's area will have to fabricate one to isolate the two areas. The only exception will be the hole for the throttle linkage passing through the firewall. Exterior opening may be covered, (headlights, side markers, and tail light openings.) Four retaining pins will secure the hood and four pins for the trunk lid unless original hinges are used in which case tow pins for the hood and two for the truck lid will suffice. Bumpers will be stock and ends will be covered and attached to the body sheet metal to prevent hooking.

WHEELS

1. Original stock rims will have a spot welded plate on the inside of the wheel, all wheels will be steel (no aluminum) and 1" lug nuts are required. All four wheels will be the same diameter and width, minimum width 7", maximum width 8", no tolerance allowed. Right front can have a 2" offset with a 2" tolerance.

TIRES

1. American Racer, size 245 x 70 x 15.

DOORS

1. Must be welded or bolted shut, NO CHAINS accepted.

FUEL CELL

1. Maximum 22 gallon capacity. Cell will be centered in trunk and if trunk floor is removed will not extend below the frame rails behind the rear axle. A catch can is highly recommended. Fuel lines will be made of steel tubing or steel braided hose from fuel cell to carburetor through the center of driver's area with a fuel shut off valve painted a bright color, located next to the driver's seat. OEM rubber fuel hose and OEM fuel tanks are not allowed. A one-way check valve will be installed in the vent line to prevent spillage in the event of a roll over.

FUEL

1. Unleaded regular grade gasoline or track racing fuel allowed.

ENGINES

1. V-8 engines only. 350 General Motors, 351 Ford, 360 Chrysler carbureted engines only. No fuel injection allowed.

OEM firing order as per manufacturer for all divisions EXCEPT Modified

INTAKE MANIFOLD

1. Stock OEM two barrel steel/cast iron intake manifold (porting and polishing is not allowed.) No aluminum manifolds. Air cleaner housing will be stock OEM; filter element may be after market washable.

CARBURETORS

1. Stock two-barrel carburetors only. Maximum throttle bore 1 and 11/16" and maximum venturi bore of 1 1/4" OEM replacement parts only. No speed parts. No race type carburetors. No boring or polishing of throttle or venturi bores allowed. No modification of throttle shaft, butterfly screws, or internal parts allowed. Choke plate may be removed but choke shaft must be in place.

FUEL PUMPS

1. Must be stock OEM stamped steel bowl type pumps only. Fittings are available to adapt steel braided fuel hose to them from several sources.

RADIATORS

1. Radiators and engines will remain in stock location, aluminum radiators allowed, stock core size only. A catch can for the radiator overflow is mandatory.

CRANKSHAFT

1. Crankshaft will be OEM stock for the type of engine, no lightening or boring allowed. Pistons will be stock OEM cast or cast replacement, Chevy pistons will be flat top two or four valve relief types, no pop ups allowed. Maximum cylinder bore allowed is .30 over. Stock OEM rods, no machining allowed.

CYLINDER HEADS

1. Will be stock OEM cast iron only (Vortec heads not permitted). No Bowtie, DART or Aluminum heads. Heads may not be ported and polished in any way. Head studs are not allowed.

CAMSHAFT

1. Will be stock hydraulic lifter type only. Stock 410 lift and duration will be maintained. No roller cams or lifters. No solid lifters. Camshaft lift will be measured at the valve.

ROCKER ARMS

1. Long slot and after market rockers are allowed as long as the stock rocker lift and duration is not affected. Rocker arm studs may be pinned.

IGNITION

1. Only stock OEM breaker point and HEI (electronic ignition) distributors with OEM coils. No aftermarket distributors or coils permitted. Ignition and battery switches will be mounted in the center of the dash so safety personnel can easily access them from either side of the car. Indicator lights for these switches are highly recommended. Stock ignition switches in the steering column will be removed completely to prevent inadvertent locking of the steering column. No car with a column type switch will be permitted to run in any event during the season. OEM firing order as per manufacturer.

THROTTLE LINKAGE

1. Will be of the solid rod type, no throttle cables will be allowed for any event. Dual throttle springs are mandatory.

EXHAUST MANIFOLD

1. Will be OEM cast iron. No Center Dump, Ram Horn, or Headers are allowed, no porting and polishing or internal coating allowed.

EXHAUST

1. Single or dual exhaust is allowed, only stock or California turbo mufflers. Exhaust must exit behind the doors, 2 1/2" pipe outside diameter is the maximum allowed. Welding of joints is highly recommended.

BATTERY

1. Will remain in the engine compartment sealed from driver's compartment and securely fastened to prevent contact with metal parts and damage in the event of a roll over or impacts. A battery disconnect relay is highly recommended.

CHARGING SYSTEM

1. Must be maintained in a functional state to allow car to be self- starting. Any car that will not start on its own will be placed at the rear of the field no matter where handicapper places car in the starting field.

ROLL CAGE

1. A mandatory 6-point roll cage will be used to surround the driver and will be constructed of 1 1/2" outside diameter steel tubing with a 1/8" wall thickness. Welding of joints will be continuous around the entire joint, no partial beads or spot welding. Welding will be of good quality, excessive slag and overheating of steel (burn through) will be cause for rejection. The uprights will be mounted on the left and right sides of the frame with one upright in front and

one behind the driver on each side of the frame. They must be securely welded to the flat horizontal portion of the frame, not the kick ups. The four bars joining the uprights must be at least two inches above the helmet height of the driver when strapped in the car.

There will be at

least three horizontal bars on both sides of the car connecting the main uprights; these horizontal bars must have at least one set of vertical supports centered between the main uprights to tie the bars together. A diagonal bar from the top left bar down to the top horizontal bar in the driver's door is highly recommended. A horizontal bar at dash height will connect the front uprights. The rear uprights will be connected from the top of the left

rear upright down to the bottom of the right rear upright. Any joint between two or more bars must be gusseted with at least 1/8" steel material for added strength. Flush grinding of the welds is not permitted. Threaded pipe, angle iron, pipe fittings, lap weld pipe, soft metals such as aluminum, and channel iron will not be used. Any bars running through the engine and trunk compartments will be completely within the body panels of the car. A front hoop to protect the radiator may be used but will be at least 4" behind front body parts to prevent it being used as a push bar. Two additional horizontal bars behind the fuel cell to provide crush protection are highly recommended; one bar in this location is mandatory.

PADDING

1. Any cage bars within 18" of driver's body, extended arms, legs and head will be padded. The steering wheel center will also be padded.

ALUMINUM RACING SEATS

1. They are mandatory. No fiberglass seats. Seats will be securely fastened with 6 bolts, four on the bottom and two on the back, to the frame and roll cage.

HELMETS

1. All drivers will wear a SNELL 2000 approved helmet. Full face is highly recommended. Date of manufacture tag must be present inside helmet. All drivers must wear a fire suit. One piece is highly recommended. Fire retardant underwear, gloves, and racing shoes are highly recommended.

BELTS AND HARNESS

1. 3" width safety belt and shoulder harness with 2 belts going over the shoulder and a minimum of one submarine strap with quick release type buckles are mandatory. Belts will be no older than 5 years and will be in good condition (manufacturers tag must be present) any fraying, worn stitching, or excessive stiffness due to weathering will be rejected. All belts must be securely fastened to the cage and frame.

TRANSMISSIONS

1. Scatter shields for manual transmissions are mandatory. Flywheel and clutch assemblies will be stock OEM. Automatic transmissions must run stock OEM torque converter and a shatter blanket is highly recommended.

DRIVE TRAIN

1. Drive shafts will be steel only and painted gloss white. Drive shaft loop will be made of 1/8" thick material at least 2" wide, installed no more than 6" behind the front u-joint. Rear ends will be stock OEM. Stock tread width will be maintained.

SUSPENSION

1. Stock parts only, with the exception of aftermarket coil springs. Spacers and shims will be permitted. Adjustment of camber, caster and toe in, only. Longer adjustment bolts are allowed on the right front to facilitate camber/caster adjustment. Rear leaf springs will have the same amount of leafs per side. No gas charged or adjustable shocks of any type allowed.

BRAKES

1. Brakes will be OEM or replacement parts that meet OEM specifications. All components will function as designed and vehicle's brakes are subject to inspection at any time for proper operation. Parking brakes are not required. Absolutely no aluminum calipers or lightweight drums or rotors will be allowed. No type of adjustable

proportioning valves or similar equipment is allowed.

WEIGHT

1. Minimum weight is 3150 pounds.

TIRES

American Racer 70x24.5x15 SW

ONE-WAY RADIOS

1. One way radios are mandatory.