

STREET STOCK DIVISION 2012

ALL GENERAL TRACK RULES APPLY. PLEASE REFER TO GENERAL TRACK RULES SECTION FOR CAR NUMBER REQUIREMENTS, APPEARANCE GUIDELINES, START TIMES, AGE REQUIREMENTS AND MANY MORE ISSUES. RACE TEAMS NOT COMPLYING WITH GENERAL RULES WILL NOT BE ALLOWED TO COMPETE. RULE VIOLATIONS ARE IN LISTED IN THE GENERAL RULES.

IF IT DOES NOT SAY IT IS ALLOWED IN THE RULES, IT IS ILLEGAL. IF YOU ARE UNSURE OF ITS LEGALITY PLEASE CONTACT A TRACK OFFICIAL.THANK YOU!

FRAMES

1964 or newer U.S. manufactured rear wheel drive passenger cars full frame or unibody, minimum 108 inch wheelbase. **Camaro, Firebirds, El Camino's, convertible's, and station wagons are prohibited.** Other models are approved provided they are the same body configuration, meet the spirit and intent of competitive racing, and must be approved by Track Officials. All frames or unibodys must remain stock unaltered. X-Bracing, Plating for strength or repair is allowed. The front and rear frame sections of unibody race cars will be connected by a **minimum** of 2"x 3"x 0.12" square tubing, safely welded to maintain a solid floor structure. Rear frame replacement is allowed for rusted rear frame rails. 2"x 4" square tubing must be used in place of rear frame rails, placed no further back than the rear spring pockets and no longer than factory specs.

Weight

The specific minimum weights for all cars are listed below. All weights are with the driver, after competition.

<u>Car Type</u>	<u>Minimum Weight</u>
Spec Motor	3100 lb.
<u>Non Spec Motors</u>	<u>3300 lb.</u>

Prior to competing all drivers will post the cars weight on the passenger side "A" pillar with decal.

Weight and Ballast

Added weight (ballast) may be steel or lead. All weights must be securely attached for inspection. Loose weights are prohibited. Added weights must be painted white and have car number on each piece. Weight must be secured by no less than two ½-inch diameter bolts. The maximum spacing between bolts is 10 inches. No more than 50 pounds of weight for every two bolts. No weights may be added outside the body or inside driver's compartment. Weights added behind the rear end shall be no lower than the bottom of the frame member to which the weight is attached.

Loss of ballast penalty see track operations rules.

BODIES

All cars must maintain a neat appearance. Cars must have stock appearing bodies with O.E.M steel or O.E.M steel replacement panels. Body swaps up to the year of 2000, are allowed as long as body matches wheelbase of the frame. Fabricated body components are allowed as long as they have the same steel thickness, wheel openings and contours of the O.E.M. components

Rear spoilers are allowed maximum of 5" and no wider than rear trunk lid.

Wheel openings may be cut for clearance but must be capped or rolled edge. All body panels may be gutted, including hood, roof, fenders, doors, quarters and trunk. Hood must be separate from fenders in O.E.M. location, with rear sealed off from drivers compartment with metal.

All inner wheel wells may be removed. Rear edge of trunk may be trimmed or removed only if aftermarket tail piece is used. Trunk must be closed off from driver's compartment. All holes covered by rust or equipment removal must be covered by steel.

Stock dashboard must be removed and replace with a non reflective material. All glass (windows, headlights, etc.) Exterior body moldings (chrome trim, door handles, etc.) combustible materials (interior, seats, headliners, etc.) must be removed. Opera windows may be closed off by steel, or lexan.

All factory trunk and hood latches must be removed and replaced w/ clip style hood pin assembly. Minimum 4 hood, and 2 trunk pins required.

Front and rear bumpers must mount in stock location. Cars using a plastic nose or tail piece may use 1 3/4" round tubing securely fastened to the frame and no wider than the factory bumper.

A reinforced, 1" or smaller, full width, steel wire mesh windshield screen is required. The wire diameter shall be no less than .063" for mesh larger than 1/2" or no less than .035" for mesh smaller than a 1/2". A minimum of 3 reinforcements must be installed behind the wire mesh. The reinforcements may be a minimum of 3/8" round, 1/2" square tubing, or 1/2" "T" section. 2 of the reinforcements must be evenly spaced on the drivers half of the windshield opening and one reinforcement must be centered on the passenger's half of the windshield opening. (SEE DIAGRAM) The reinforcements must be bolted or welded to the roof panel or roll bar and dash panel in an approved manner.

Rub Rails are allowed and can be no larger than 1" in diameter and have maximum wall thickness of .125" and have the ends cut at an 45 degree angle and be capped and be flush mounted to the body. The rub rail must be mounted between the center of the wheel and top of the rim and be no longer than 4" from each wheel opening.

No hood scoops!

Rocker panels can not be lower than 5" from ground.

Stock interior floor must remain in place

The full stock front firewall must remain in place and any holes must be patched and sealed. If firewall needs to be replaced, the stock dimensions must be used to rebuild firewall

Floor must remain intact, if your floor is badly rusted or has been removed, you must patch or replace it in a factory appearing manner with 20 gauge (.0359") thick steel plate. Right side of floor may be no higher than the drive shaft tunnel for muffler clearance. (Drive shaft tunnel does not mean transmission bell housing)

Rear firewall maybe located no further forward than rear halo supports, and no higher than bottom of rear opera window. All holes must be covered with min of 22 gage steel.

ROLL CAGE

Roll cage must be acceptable to Track Officials. All bends in the roll bar tubing must have a smooth radius and no

kinks. It is mandatory that all joints be gusseted. Offset roll cages are prohibited. Laid-back roll cages are prohibited. The roll cage must be a four-post design consisting, in general, of: a vertical main hoop; top hoop or halo bar with diagonal bar; and left and right front post.

Some tracks may allow alternative rule for metric frames, I.M.C.A. stock car rule [maximum 41" {48" for 1988 1996 GM bodies} from top center of windshield to the front edge of the rear hoop]. Cars running by the I.M.C.A. rule must be preapproved by each track they compete at.

The main hoop must connect to the left and right frame rails, behind the driver, and be diagonally braced.

The main hoop may be located no further back than the rear body mount by the frame kick-up. On GM "X" body frames, the back of the main hoop may be located no further back than 82½-inches from the center of the front lower ball joint.

The main hoop must have a horizontal bar at the midpoint. The main hoop bar must be round steel tubing no less than 1¾-inches in diameter and have a minimum wall thickness of 0.095 inches.

All other main hoop support bars may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches.

DOM tubing recommended. **Black pipe, exhaust tubing, formed pipe, etc. is prohibited.**

The top hoop must attach to the main hoop, and left and right front posts. The top hoop must be diagonally braced. A horizontal "dash" bar must connect the left and right front posts. The top hoop, and left and right front posts must be round steel tubing no less than 1¾- inches in diameter and have a minimum wall thickness of 0.095 inches.

The dash bar may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches. "A" pillar supports are allowed.

The driver's side front post must be connected to the main hoop by three, or more, equally spaced, horizontal bars, mounted flush with the outer door skin. The door bars must be connected by two, or more, equally spaced vertical braces and must attach to the main frame by two, or more, equally spaced vertical braces

A foot protector bar is mandatory.

All driver side door bars and braces must be round steel tubing no less than 1¾- inches in diameter and have a minimum wall thickness of 0.095 inches.

The complete driver's side door bar area must be plated with steel plates no less than 0.095 inches thick.

The passenger side must be equipped with a minimum of three door bars, two of the bars must be "X" design. Horizontal bars must be equally spaced and connected by two, or more, equally spaced vertical braces. All passenger side door bars and braces may be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches.

The main hoop must be connected to the back of frame kick up by a minimum of two bars. The bars must be round steel tubing no less than 1¾ - inches in diameter and have a minimum wall thickness of 0.095 inches.

All roll bars exposed to the driver, and left side door bars, must be padded. All steel bars in roll cage area must be a minimum 1¾ - inches diameter.

Chassis' must be equipped with a fuel cell protector bar. The fuel cell protector bar must stay within the confines of the trunk, ahead of the rear bumper, and no lower than the bottom of the fuel cell.

All roll cages must provide 2-inches, or more, clearance, measured from the bottom of the top halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, with the helmet on and in the driving position.

SUSPENSION

Front Suspension

All components and mounts must be steel, unaltered O.E.M, in O.E.M location and match frame.

Rubber, polyurethane or nylon lower A-frame bushings only. No offset or bearing type.

O.E.M or O.E.M replacement ball joints allowed. For 1978-1987 G.M. mid-size metric frame.

Front upper control arm may be replaced steel tubular drop-in replacement, one-piece control arm of stock length, plus or minus ½" of stock length using stock ball joints. No aluminum components allowed. No adjustable cross shafts and no slotting allowed, if slotted upper control arms are use you **MUST** weld a washer on the slot as not to be able to move control arm. No bearings, bushing or heim joints allowed.

Steel Coleman hub is approved for right front only. Sway bars are allowed as long as in stock location and OEM year make and model and NOT hollow, stock brackets and rubber, or poly urethane bushings.

Steering

All components must be steel, unaltered O.E.M. in O.E.M. location and match frame. Exceptions are: bolt on spindle savers are allowed, O.E.M. steering column must be replaced with steel knuckles and steel steering shaft,(collapsible recommended), quick release is required.

Shocks

Must run steel non adjustable shocks in stock location! ALL SHOCKS must be "STOCK" type shocks!

Springs

Must run steel springs in stock location only. Racing rear spring mounts can be installed on rear axle housing. Non-adjustable spring shims are allowed. Leaf spring cars are allowed up to a five inch (5") spring shackle mounted in stock location and must be equal length side to side.

Rear Suspension

All components and mounts must be steel, unaltered O.E.M., in O.E.M. location. Rubber or polyurethane bushings allowed. **All trailing arms, and mounts must be O.E.M. and in O.E.M. location. Trailing arms can be boxed for strength** or replaced with stock dimension after market trailing arms. NO adjustments on any trailing arms!

Rear End

Any O.E.M. steel unaltered non-cambered rearend (housing & carrier) and matches frame is allowed. **No factory or aftermarket posi-traction or limited slip carriers allowed!** Mini spool or welded carriers only. O.E.M. or steel aftermarket axels allowed.(No gun-drilled axels) C-clip eliminator kits allowed.

FORD 9"

Stock rear end for frame used or optional Ford 9". Any combination okay as long as parts are steel. No aluminum except drive flanges. Drive flanges to be of equal distance on both sides of frame. No independent rear end (Corvette, Jaguar). Rear trailing arms must remain mounted in stock frame locations. One hole upper and lower for each trailing arm mount location. No aftermarket limited-slip or ratchet style rear ends (Ex: Gold Track, True Track, or Gleason, etc....). Mini spool or welded spider gears only.

Ford 9" allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing

Ford 9" and stock rear ends may run rear disk brakes with a minimum rotor thickness of .810 inches.

Other stock rear ends maybe reinforced from backing plate to center housing and also may be XXX'd.

Transmission

O.E.M. automatic transmissions that match car make.(G.M. in a G.M. or Ford in a Ford etc.). Vehicle must have two forward gears and one reverse, plus neutral. With engine running car in still position must be able to engage car in forward and reverse gears. Torque converter must be unaltered O.E.M. or O.E.M. replacement (No dummy converters allowed). Torque converter must be a minimum of 10" at face. NO add on pumps to transmission. External transmission oil coolers are allowed. No transmission coolers allowed in driver's compartment. Drive shaft must be O.E.M. steel, 2.5 inches in O.D., painted white with labeled with car number. All cars must be equipped with driveshaft hoop. The hoop must be constructed with .25 inch by 2 inch steel located 6 to 8 inches behind the front u-joint connected to the frame.

BRAKES

Steel, unaltered O.E.M., or unaltered O.E.M. replacement, operative 4-wheel brakes allowed.

Front components must match frame and maintain minimum O.E.M. dimensions for hubs, rotors, calipers. O.E.M. diameter caliper pistons only. No vented, scalloped, or ceramic coated rotors.

No floating brakes allowed. No brake shut off devices allowed. **No adjustable proportion valves.**

Brake lines must be visible. (Not running thru tubing or frame) Plastic brake lines allowed.

You may remove O.E.M. vacuum brake booster and master cylinder and replace with O.E.M. manual brake master cylinder.

No after market break pedals with dual cylinders

ENGINES

3100 lbs

ALL ENGINES ARE SUBJECT TO INSPECTION AND /OR TEAR DOWN

(Oshkosh) ALL ENGINES MUST MEET ALL SPEEDZONE MOTOR SPECIFICATIONS, NO CLAIMER MOTORS.

Only V-8 engines are permitted. Engine must be of Parent Corporation of frame. The maximum displacement for General Motors and Ford engines is 363.0 cubic inches. The maximum displacement for Mopar engines is 368.0 cubic inches. The maximum compression ratio is 10.80 to 1 for all engines. Engine mounts may be after market. The engine must remain in the stock V8 location. No setback allowed. On a GM metric chassis, the centerline of the fuel pump must be no less than 2¾ - inches ahead of an unaltered crossmember.

Engine Blocks

Block must be a factory production cast iron block with external measurements identical to the standard production engine. Angle milling of block is prohibited. All engine block markings must remain.

Crankshaft and Harmonic Balancer

Only OEM cast iron or forged steel crankshafts, or the following aftermarket crankshafts, are permitted:

<u>Manufacturer</u>	<u>Pro-Line Scat</u>	<u>C.A.T.</u>	<u>Eagle</u>
GM	-----	5-350-3480-5700 -----	435034805700
FORD 351W	-----	4-351W-3500-6000 -----	435135006200

Titanium crankshafts are prohibited. Lightweight, knife-edge, and undercut counterweight crankshafts are prohibited. Crankshafts with journals undercut more than 0.030 inches prohibited. Minimum crankshaft weight is 50.5 lbs. Other aftermarket crankshafts may be permitted provided the journal diameter and stroke are the same as OEM and they weigh a minimum of 50.5 pounds. Only OEM, all steel, standard type harmonic balancers are permitted. Aluminum or fluid type balancers are prohibited.

Pistons and Rods

Any after market piston, with the wrist pin in the stock location, may be used. Stock dimension wrist pins must be used. Only OEM magnetic steel, forged, connecting rods, or the following OEM replacement connecting rods, for the make and model engine, are permitted:

<u>Manufacturer</u>	<u>Pro-Line</u>	<u>Scat</u>	<u>C.A.T.</u>	<u>Eagle</u>
GM	ROI-1-11	3-ICR-5700P	CR-350	-----
	ROI-1-13	3-ICR-5700	CR-350B	-----
FORD 302	ROI-2-15	3-ICR-5090P	CR-302 S	IR5090FP
		3-ICR-5090		SIR5090FB
FORD 351W	ROI-2-16	-----	CR-351W	SIR5956FP
				SIR5956FB
MOPAR	ROI-3-4	-----	CR-318	SIR6123CB

Any aftermarket, magnetic steel, rod bolt may be used. Cap screws are prohibited. Titanium rods and rod bolts are prohibited.

Oil Pump, Pan, and Cooler

Wet sump oil pumps only. Dry sump oil pumps are prohibited. Any after market oil pan, without an oil recovery pouch or power kickout on passenger side, may be used. External engine oil coolers are permitted. Coolers may not be located in the driver's compartment. Oil accumulators (Accusump's) may not be located in the driver's compartment. **From front of oil pan 16" back 1" from top of pan 1" inspection hole on drivers side.**

Cylinder Heads

Cast iron cylinder heads only. Must be O.E.M. Stock or O.E.M. replacement parts. (Allowable head numbers are 014, 195, 267, 330, 336, 339, 388, 393, 441, 445, 454, 487, 493, 545, 598, 624, 642, 709, 799, 813, 862, 881, 882, 920, 991, 993, 997) or any other OEM stock replacement head that fits these

criteria. General Motors Vortec (Casting P/N 10239906 or 12558062) and SR cylinder heads are permitted. General Motors Vortec cylinder head P/N 25534351 & 25534371 are prohibited. Vortec heads may be drilled and tapped to install intake manifold.

No Dbl hump, angle plug, bowtie, W-2, GT-40 or SVO heads are allowed. SPECIALLY PRODUCED LIMITED PRODUCTION PARTS SUCH AS CORVETTE Z-28, OR MARINE APPLICATIONS TYPES ARE NOT ALLOWED! Aluminum cylinder heads are prohibited. Titanium valves are prohibited.

Cylinder heads must remain stock. All cylinder head markings must remain. Angle milling, chemical treating, acid dipping, acid flowing, abrasive blasting, bowl cutting, addition of material to the ports or combustion chamber, or other alterations to the original, as cast, head is prohibited. Valves, rocker studs, head bolts, and spark plugs may not be relocated. No polishing or grinding of ports or runners is permitted. No material may be added to the combustion chamber. The cylinder head to block surface may only be machined a maximum of 0.050 inches from OEM. A three angle valve job may be done as long as no machining marks are more than 1/8" above the head of the valve.

The maximum valve sizes, as measured across the face, are as follows:

<u>Manufacturer</u>	<u>Intake</u>	<u>Exhaust</u>
GENERAL MOTORS		
VORTEC	1.940 inches	1.500 inches
ALL OTHER GM	2.020 inches	1.600 inches
FORD "CLEVELAND"	2.046 inches	1.656 inches
FORD "WINDSOR"	1.8437 inches	1.5469 inches
MOPAR	2.020 inches	1.625 inches

The maximum allowable spring diameter is 1.32 inches. No beehive or double spring, and must appear OEM.

Camshafts, Valve Lifters, & Rocker Arms

Only flat tappet, steel, camshafts may be used. Rollerized camshaft bearings are prohibited. The maximum camshaft lift is 0.500 inches, measured at the valve retainer. Chain and sprocket camshaft drive system only. No roller tappets, or mushroom lifters are allowed. Valve spring retainers must be magnetic steel only. Only the following steel, straight barrel lifters are allowed:

<u>Manufacturer</u>	<u>Maximum Diameter</u>
GENERAL MOTORS	0.843 inches
FORD	0.875 inches
CHRYSLER CORP.	0.904 inches

Rev kits and stud girdles are prohibited. Only steel push rods are allowed. Only stock rocker arms are permitted. Roller rocker arms are prohibited.

Intake Manifold

Any cast iron, OEM, non high rise, intake manifold is permitted. Grinding or polishing of the ports is prohibited. Chemical treating, acid dipping, acid flowing, abrasive blasting, addition of material, or other alterations to the original, as cast, intake manifold is prohibited. General Motors intake manifolds 14096242, 14096011, 14097494, and 12366573 are prohibited.

Only the following, unmodified, one (1) inch, straight bore, phenolic adapter plates may be used between the intake manifold and carburetor:

Canton Brzezinski

Racing Racing

Competition Products

#85-050 #108

#85-060 #105

#85-070 #101

NO chamfering, grinding, or drilling of the adapter plate is permitted. Only 2 gaskets (1 per side), with a maximum thickness of 0.065 inches, may be used.

Carburetor

Street Stock engines must run a Holley Model 4412S or 4412C two-barrel, carburetor. The carburetor must meet the following:

- A. Carburetor Body - No polishing, grinding, or drilling permitted. Factory type air bleeds only. Screw in air bleeds are prohibited.
- B. Choke - The choke may be removed.
- C. Choke Horn - The choke horn may not be removed.
- D. Boosters - The boosters and booster location may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
- E. Venturi - Venturi area must not be altered. Casting ring must remain.
- F. Base Plate – Base plate must not be altered.
- G. Butterflies - Butterflies must not be thinned or tapered. Retaining screws may not be altered.
- H. Throttle Shafts - Throttle shafts must not be thinned.
- I. Metering Block - Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.

(Oshkosh) Any carburetor can be claimed either for \$25.00 plus a carburetor of the same model from claimer's engine used in that race, or \$250.00 outright. Claims must be made, by the Competitor, to a Track Official in the Claim Area immediately after the completion of the division A Main race and be accompanied by cash or cashier check. Claims are limited to the top 5 finishing positions in the race. Claimee must have competed in A Main race. In order for the fifth place car to be eligible to make a claim, the fifth place car must have finished on the same lap as car which finishes in fourth place.

Any attempt to pull outside air other than down thru the venturies is prohibited. Throttle linkage must be solid rod, cable type linkage is prohibited. Two carburetor return springs, mounted in two directions, required. Gas pedal must be push/pull type. Toe loop required on gas pedal.

1. Engine Configuration (to be phased out in 2013)

- a. NO ALUMINUM HEADS OR ALUMINUM ENGINE BLOCKS.
- b. Must be on the same corporate family as the chassis.
- c. Welded stock and after market motor mounts allowed. MUST be in original position.
- d. Engines may be chained or strapped to restrict movement.
- e. Must be stock appearing. No external modifications allowed.
- f. Engines must be able to be used in a conventional passenger car without alteration
- g. Castings must not be changed.
- h. No machining on outside of engine block.
- i. Cast iron intakes and exhaust only.
- j. (Seymour Only) Exhaust pipe must extend beyond firewall. (Optional) muffler.
- k. Oil accumulators may be used but must be safely mounted. (Mounting subject to track tech approval)
- l. No electric fuel pumps or belt drive pumps.
- m. Fuel pump must remain in front of cross member or in stock location.
- n. Single OEM carburetor (two or four barrel) allowed. Holley 4412 allowed unaltered. (No Holley 4 Barrel allowed.) Holley
 - i. 4412 carburetor rules:
 1. Carburetor Body – No polishing, grinding, or drilling permitted.
 2. The choke may be removed
 3. The choke horn may not be removed
 4. The boosters may not be changed. The size or shape must not be altered. Boosters may not be tapered. Height must remain standard.
 5. Venturi area must not be altered. Casting ring must remain.
 6. Base Plate must not be altered.
 7. Butterflies must not be thinned or tapered. Retaining screws may not be altered.
 8. Throttle shafts must not be thinned.
 9. Only metering block 134-137 is permitted. Adjustable metering blocks are prohibited. Metering block must not be altered.

10. Holley 4412 adapter plate maximum height 1 ¼" with gaskets
11. Two throttle return springs are mandatory on carburetor and must be attached using mounting brackets.

ELECTRICAL

Stock type distributor ignitions only with nonadjustable, non-multiple spark discharge. HEI type distributors must have the coil mounted in the distributor cap. Stock type module must be used. No external ignition boxes. Magnetos and crankshaft-triggered ignitions are prohibited. 12-volt battery and Electrical systems only. An ignition switch clearly marked on/off within reach of the driver is required. In addition to the ignition switch, a battery disconnect switch, mounted behind the driver and within reach of the safety crew, is also required. The disconnect switch must shut off all power to the car. The battery must be located behind driver's seat or in the trunk area, between the frame rails. If the battery is located in the driver's compartment, it must be enclosed in a container. If the battery is located in the trunk area, it must be between the frame rails and no lower than the bottom of the frame rail. The positive terminal must be covered. Timing advance knob allowed, must be external adjusting in engine compartment only!

Recommended, marine type battery box to have a full steel plate bolted to floor and approved by 141 officials.

EXHAUST SYSTEM

O.E.M. unaltered cast iron exhaust manifolds only. All exhaust must extend past driver and exit under car. Exhaust pipe can be maximum size of 2.5 inch I.D.

COOLING SYSTEM

Radiators must be mounted in front of engine, not protruding thru hood, and can be any size. Aluminum radiators, water pumps, and pulleys are allowed. Electric fans allowed. All cars must be equipped w/ an approved overflow and catch can. Aftermarket or handmade fan shrouds are allowed. No aftermarket devices allowed that spray liquid on radiator. Water wetter is allowed. **No antifreeze or dex-cool allowed!**

WHEELS AND TIRES

Aftermarket steel 15 inch X 8 inch racing wheels only. Minimum weight of 19lbs. Beadlocks allowed on right side only.

A minimum of 1/2 inch wheel studs and 1 inch steel lugnuts are mandatory. Wheel spacers allowed up to one inch thick.

Foam style or soft plastic mud plug allowed on right rear only.

Right side tire pressures must be 15lbs. Pre-race to Post-race.

Tires must be a Goodyear Eagle Short Track Special D3264-C400, D2599, D2342, D2345, D3268, 27 inch or 27.5 X 8 inch X 15 inch, Hoosier 26.5 inch X 8 X 15-500 and 27 inch X 8 inch X 15 inch-500. Tire reconditioning is allowed with a 16 grit or finer fiber disk with approval of 141 officials.

D.O.T. approved 70, 75 or 78 series 15.0" tires only. Maximum size L-70 or P255/70.

Original tire size marking must be visible upon inspection.

No truck, snow or aggressive mud tires marketed as LT 70, LT 75 or LT 78, etc.

G60 tire allowed. Siping allowed ONLY on the G60 tire.

TIRE DUROMETER LIMIT

Tire durometer limit: Up to 5 cars can be selected at random, prior to the start of qualifying races. Durometer readings will be taken at three points across the rear tires of each car. The readings will then be averaged together. The minimum allowable durometer reading of any tire prior to qualifying races, will be 90 percent of the average reading.

Example: Average reading of 5 cars selected is 50, the minimum is 45.

FUEL

Gasoline or E85 only. Racing fuel is allowed. No performance enhancing or scented additives allowed. Speedzone officials reserve the right to test any competitor's fuel at any time.

FUEL SYSTEM

Mechanical OEM push rod type fuel pumps only.

All cars must be equipped with a racing fuel cell. The maximum capacity of the fuel cell is 22 gallons, and a minimum of 20-gauge steel. Fuel cell must be securely fastened in trunk area centered between rear frame rails, behind rear tires, no further forward than the factory seam where rear frame rail can be replaced and must have a metal firewall between driver and fuel cell.

Minimum height of bottom of fuel cell must be 12 inches at all times. The container must have (2) 1 inch by 1/8 inch steel straps around all 4 sides. Fuel cell vents including cap vent must have check valves. Fuel lines placed through drivers compartment must run through metal pipe or conduit. One fuel filter only and can not be placed in driver's compartment. **Fuel cell vent hose must be below fuel cell.**

MISCELLANEOUS EQUIPMENT

Seat

The seat must be a purpose built racing seat made of aluminum, and installed in a manner acceptable to Track Officials. It is recommended that the center of the seat be no less than 16 inches from the inside edge of the driver's side door bar. No less than 4, ½-inch diameter grade 5, bolts must be used to attach seat to roll cage. A flat steel washer no less than 1½ inch in diameter must be installed between the head of the bolt and seat. Seat must be equipped with a padded cover. Headrest on seat is mandatory.

All roll cages must provide 2-inches, or more, clearance, measured from the bottom of the top halo bar of the roll cage to the top of the driver's helmet, when the driver is seated and strapped in, with the helmet on and in the driving position.

SAFETY – SEE SAFETY SECTION ON OPERATION RULES

Fire Control System: Car may be equipped with a fully charged fire extinguisher or on-board fire control system. A fully charged, 5 lb. minimum, ABC class, fire extinguisher must be provided and readily available in each pit stall.

Window Net: 1-inch web or knitted mesh window net on the driver's side. The minimum allowable length is 12 inches. The window net must attach to the roll cage at the bottom and release with a seat belt snap or track approved release on the top front corner of the window. Window net must be in the up position any time the car is on the

racetrack. Window net mounting subject to approval of Track Officials.

Tow Hooks: Front and rear tow hooks capable of supporting the weight of the car are mandatory and accessible to wrecker personnel.

Mirrors: Mirrors are prohibited.

Two Way Radios: All in-car communication devices are prohibited. A SW1600 model Raceciever, tuned to channel 0000 (454.000) is mandatory.

(Oshkosh)Transponder Location: Transponder must be placed twenty four inches (24"), or more, behind the center line of the rear axle to the forward edge of the transponder, on the right side frame rail. No metal of any kind can be between transponder and track. Transponder pouch should be placed horizontally with no obstructions between the pouch and the ground. If transponder pouch is mounted to round tube frame components with nylon ties, secure the transponder pouch so that it cannot spin from its horizontal position. This may be done by duct taping the nylon ties to the frame rail.