

COMPACTS

RIGHT FRONT RIM MUST BE ALUMINUM OEM ONLY OR THE APPROVED DODGE STEEL RIM ONLY. NO OTHER STEEL WHEELS PERMITTED. NO AFTERMARKET ALUMINUM RIMS. THIS IS MANDATORY AND NOT OPEN FOR DISCUSSION.

CHASSIS/FRAME

1. ALL CHASSIS AND FRAMES MUST REMAIN UNALTERED AND OEM. ANY AMERICAN FRONT WHEEL DRIVE COMPACT CAR CHASSIS WILL BE PERMITTED.
2. A MINIMUM WHEELBASE OF 96.5" AND A MAXIMUM OF 109" WILL BE PERMITTED.
3. THE MAGNETIC STEEL FLOOR PAN MUST REMAIN UNALTERED AND OEM. ANY WORK THAT IS DONE IN THE FORM OF PATCHES MUST BE COMPLETED WITH MAGNETIC STEEL.

SUSPENSION

1. ALL COMPONENTS AND MOUNTS MUST REMAIN OEM WITH THE EXCEPTION BEING MODIFYING OF LEFT FRONT, RIGHT FRONT, LEFT REAR, RIGHT REAR OEM PARTS TO OBTAIN CAMBER. (MODIFYING MEANS SLOTTING OR NOTCHING. NO CUTTING AND WELDING OF ANY PARTS. THIS WILL BE GROUNDS FOR DISQUALIFICATION.) NO RACING SPRINGS. STOCK SPRINGS FOR TYPE OF CAR BEING USED ONLY CAN BE CUT OR HEATED TO REACH A MINIMUM RIDE HEIGHT FIVE (5) INCHES MEASURED FROM LOWEST POINT OF FLOOR UNDER CARRIAGE. REAR AXLE YOU CAN ADD ROUND ROD OR 1 INCH SQUARE TUBING FROM THE BEARING CARRIER TO THE STRAIGHT PART OF AXLE. TO REINFORCE AND MINIMIZE BENDING OF THE REAR AXLES. THE ADDED BARS OR TUBING CANNOT MEET TOGETHER IN THE CENTER OF AXLE OR RUN FROM BEARING CARRIER TO BEARING CARRIER. EACH ANGLED BAR MUST NOT BE PAST 30% OF ITS SIDE OF AXLE.
 2. WEIGHT JACKS, MODIFICATIONS NOT MENTIONED, RACING COMPONENTS, AFTERMARKET OR HOMEMADE TRACTION DEVICES WILL NOT BE PERMITTED.
 3. THE CAR MUST REMAIN IN ALIGNMENT FROM FRONT TO REAR AND MUST TRACK STRAIGHT. NO REAR STEER PERMITTED STOCK HOLE ONLY EXTRA HOLES MUST BE WELDED SHUT.
 4. CENTER MOUNTED STEERING WILL NOT BE PERMITTED.
 5. A QUICK RELEASE, AFTERMARKET STEERING WHEEL WILL BE PERMITTED. THE STEERING COLUMN MUST REMAIN UNALTERED AND OEM.
 6. AFTERMARKET REMOTE RESERVOIR POWER STEERING WILL NOT BE PERMITTED.
 7. ALL SHOCKS/STRUTS MUST REMAIN UNALTERED AND OEM IN THE OEM LOCATION. NO HEIM ENDS, ADJUSTERS AND/OR COIL OVER ADJUSTERS AND/OR COVERS WILL BE PERMITTED. FACTORY BUMP STOPS MUST BE REMOVED.
 8. SPRING RUBBERS WILL BE PERMITTED AS FOLLOWS IN THE SPRINGS: MAXIMUM OF 4 RUBBERS PERMITTED IN ANY COMBINATION YOU WOULD LIKE. (EXCEPT UNDER OR ON TOP OF THE SPRING.)

BRAKES

1. ALL BRAKE COMPONENTS MUST BE UNALTERED, OEM, MAGNETIC STEEL AND OPERATIVE ON ALL FOUR (4) WHEELS.
2. DISC AND/OR DRUM BRAKES WILL BE PERMITTED AND THEY MUST BE OEM AND MATCH THE MODEL OF THE CAR BEING USED IN COMPETITION. NO DRILLED, SLOTTED OR SCALLOPED ROTORS.
3. ONLY OEM MASTER CYLINDERS IN OEM LOCATION WILL BE PERMITTED.
4. BRAKE SHUT OFF AND/OR VALVE BIAS ADJUSTERS WILL NOT BE PERMITTED.
5. ONLY STEEL BRAKE LINES WILL BE PERMITTED.

BODY

1. ANY AMERICAN MADE FRONT WHEEL DRIVE COMPACT CAR WITH A WHEEL BASE OF A MINIMUM 96.5" AND A MAXIMUM 109" WILL BE PERMITTED FOR COMPETITION. CONVERTIBLES, TRUCKS AND/OR TWO SEAT CARS WILL NOT BE PERMITTED.
2. THE BODY MUST REMAIN UNALTERED, STEEL OEM PANELS AND OEM IN APPEARANCE. THIS MEANS FENDERS, DOORS AND QUARTER PANELS, HOODS AND DECK LIDS. NO FIBERGLASS BODY PARTS. AFTERMARKET NOSE COVERS PERMITTED. ANY REINFORCEMENTS MUST BE CLEARED WITH TECH PRIOR TO RACING.
3. THE INNER FENDERS MUST REMAIN STOCK AND UNALTERED FROM FIREWALL TO CORE SUPPORT. CORE SUPPORT MUST REMAIN IN CAR ONLY A 1 X 1 RAIL ON TOP FOR SUPPORT.
4. THE HOOD AND TRUNK LID/HATCHBACK MUST BE STEEL AND POSITIVELY AND SECURELY FASTENED WITH HOOD PINS MUST BE ABLE TO OPEN. CAN BE GUTTED.
5. ALL DOORS MUST BE POSITIVELY AND SECURELY FASTENED. MUST BE WELDED IF POSSIBLE.
6. ALL GLASS, EXTERIOR LIGHTS, CHROME AND/OR PLASTIC TRIM AND HOOD INSULATION MUST BE REMOVED.
7. THE DASHBOARD MAY BE REMOVED. AN ELECTRICAL ENGINE SHUT OFF SWITCH IS MANDATORY. THE SWITCH MUST BE CLEARLY LABELED "ON" AND "OFF" AND WITHIN THE REACH OF THE DRIVER OR TRACK SAFETY CREW.
8. FRONT AND REAR BUMPERS MUST BE POSITIVELY AND SECURELY FASTENED. WELDED, CHAINED AND/OR CABLED TO THE FRAME WILL BE PERMITTED.
9. A FRONT AND REAR TOW HOOK OR CHAIN IS MANDATORY. OUR WRECKER DRIVERS WILL ONLY HOOK YOUR CAR UP BY THE CHAINS OR HOOKS YOU HAVE INSTALLED. PLEASE SECURE THEM TO SOMETHING STRONG. THIS IS YOUR RESPONSIBILITY.
10. THE BUMPER COVERS MUST REMAIN ON THE VEHICLE, BUT MAY BE ALTERED TO ALLOW FOR TOW HOOKS, CHAINS OR CABLES.
11. A MAXIMUM SEVEN (7) INCH SUN VISOR WILL BE PERMITTED.
12. THE OPERA WINDOWS ON A 2 DOOR CAR MAY BE CLOSED AND/OR SEALED. 4 DOOR CARS REAR DOOR GLASS OPENING CAN BE COVERED WITH CLEAR LEXAN OR POLYCARBONATE. NO PLEXIGLASS.

ROLL CAGE

1. UNLESS OTHERWISE NOTED ALL TUBING UTILIZED IN THE CONSTRUCTION OF THE ROLL CAGE MINIMUM 1.50" OUTSIDE DIAMETER, .095" THICK MAGNETIC STEEL TUBING.

2. A SIX POINT, FULL PERIMETER, USING MINIMUM 1.50" OUTSIDE DIAMETER, .095" THICK MAGNETIC STEEL TUBING IS REQUIRED. NO OFFSET CAGES PERMITTED.

3. A MAXIMUM OF TWO (2) REAR DOWN BARS MAY BE TO SUPPORT THE HOOP. THESE BARS MAY RUN FROM THE TOP OF THE HOOP BEHIND THE DRIVER AND EXTEND TO THE TRUNK AREA. A SINGLE CROSS BAR OR "X" MAY BE USED BETWEEN THESE DOWN BARS. REAR DOWN BARS MUST BE ATTACHED TO THE TRUNK FLOOR. MAIN CAGE MUST HAVE AT LEAST TWO (2) BARS RUNNING LEFT TO RIGHT BETWEEN THE UPRIGHTS BEHIND THE DRIVER. ONE (1) AT FLOOR LEVEL AND ONE (1) AT SHOULDER HEIGHT OF DRIVER.

4. A MINIMUM 1.25" OUTSIDE DIAMETER CROSS BAR IS REQUIRED ACROSS THE TOP OF THE HALO BAR.

5. THE ROLL CAGE MUST BE SECURELY FASTENED (WELDING IS REQUIRED) UTILIZING A MINIMUM OF .250" PLATING TO MOUNT CAGE TO FRAME. ONLY MAGNETIC STEEL WILL BE PERMITTED. IRON, GALVANIZED PIPE, FITTINGS, SQUARE TUBING, BRAZING AND/OR SOLDERING WILL NOT BE PERMITTED.

6. A MINIMUM OF THREE (3) DOOR BARS ON THE DRIVER SIDE (MUST BE PLATED WITH A MINIMUM 1/8" THICK STEEL) AND TWO (2) DOOR BARS ON THE PASSENGER SIDE, MOUNTED IN A HORIZONTAL MANNER IS REQUIRED. VERTICAL BRACING FROM THE TOP TO THE BOTTOM OF THE DOOR BARS ON BOTH SIDES IS REQUIRED.

7. IF YOU ARE COMING TO RACE SHADY BOWL ONE TIME AND DON'T HAVE A FULL LEXAN WINDSHIELD, A MINIMUM OF THREE (3) WINDSHIELD BARS ARE REQUIRED AND PROTECTIVE SCREEN WILL BE REQUIRED (WITH NO WINDSHIELD). 3RD RACE YOU MUST HAVE A FULL LEXAN WINDSHIELD. IF YOU ARE RACING SHADY BOWL WEEKLY YOU WILL BE REQUIRED TO HAVE A FULL LEXAN WINDSHIELD.

8. THE DRIVER COMPARTMENT MUST BE SEALED COMPLETELY FROM THE TRACK, THE ENGINE AND THE FUEL CELL. THE FRONT AND REAR FIREWALLS MUST REMAIN AND ANY HOLES MUST BE PATCHED WITH MAGNETIC STEEL.

9. MIRRORS WILL NOT BE PERMITTED.

10. GUTTING OF THE BODY WILL NOT BE PERMITTED WITH THE EXCEPTION OF CLEARANCE FOR THE ROLL AND DOOR BARS. HOOD AND DECK LID/HATCHBACK PERMITTED TO GUT.

11. ALL MATERIAL CONSIDERED FLAMMABLE INCLUDING AIRBAGS MUST BE REMOVED.

12. THE INTERIOR MUST REMAIN OPEN.
WEIGHT

1. MINIMUM WEIGHT PERMITTED FOR COMPETITION WILL BE 2325 LBS. 55% LEFT SIDE WEIGHT, 45% RIGHT SIDE WEIGHT. CHECK YOUR WEIGHT! ANY CAR WEIGHING LESS THAN 2325 LBS. WITH DRIVER WILL NOT BE PERMITTED TO RACE IN THIS CLASS.

NO LEAD PERMITTED IN ANY CAR.

ENGINE COMPARTMENT

1. THE ENGINE AND RADIATOR MUST BE OEM AND MOUNTED IN THE STOCK OEM LOCATION FOR THE MODEL OF THE CAR BEING USED IN COMPETITION.
2. SOLID ENGINE MOUNTS AND/OR SAFETY CHAINS WILL BE PERMITTED.
3. ACCUMULATORS AND/OR ACCUSUMPS WILL NOT BE PERMITTED.
4. REINFORCING WILL NOT BE PERMITTED WITH THE EXCEPTIONS OF THE FRONT STRUT BAR AND FRONT/REAR BUMPERS. BAR MAY NOT PROTRUDE OUTSIDE THE OUTER EDGE OF THE FACTORY BUMPER.

ENGINE

1. ONLY THREE (3) OR FOUR (4) CYLINDER IN-LINE ENGINES (AMERICAN) OR AMERICAN MADE V-6 ENGINES WILL BE PERMITTED. ANY ENGINE CAN BE SINGLE CAM OR DOHC WITH NO HEADER, STOCK AIR BOX, NO ADJUSTABLE CAM, OEM COMPUTER ONLY, (CAN BE TUNED). NO AFTERMARKET COMPUTERS PERMITTED. THE VEHICLE COMPUTER (ECM) MUST BE MOUNTED IN A VISIBLE LOCATION PROVIDING EASE OF INSPECTION. NO ADJUSTABLE CAM GEARS. ALL IGNITION COMPONENTS MUST BE UNALTERED, OEM AND MATCH THE MAKE OF THE CAR BEING USED IN COMPETITION. ONLY 12 VOLT IGNITION SYSTEMS WILL BE PERMITTED. ONLY ONE (1) TWELVE (12) VOLT BATTERY, SECURELY MOUNTED WITH BOTH TERMINALS COVERED WILL BE PERMITTED. BATTERY MUST BE MOVED FROM STOCK LOCATION AND MOUNTED INSIDE DRIVERS COMPARTMENT. THE BATTERY SHOULD BE MOUNTED IN A MARINE-TYPE CASE OR SECURELY MOUNTED WITH HOLD DOWNS AND COVERED.
2. ENGINE AND ALL ENGINE COMPONENTS, INCLUDING INTAKE/EXHAUST MANIFOLD MUST REMAIN UNALTERED AND OEM FOR THE YEAR, MAKE OF THE CAR BEING USED IN COMPETITION.
3. ALL VALVE-TRAIN COMPONENTS MUST REMAIN UNALTERED AND OEM INCLUDING BUT NOT LIMITED TO: CRANKSHAFT, CONNECTING RODS, VALVES, VALVE SIZES, AND THE BORE AND STROKE FOR THE YEAR, MAKE OF THE CAR BEING USED IN COMPETITION.
4. AFTERMARKET AND/OR RACING-TYPE CYLINDER HEADS WILL NOT BE PERMITTED.
5. HIGH PERFORMANCE AND/OR SPORTS CAR ENGINES OF ANY TYPE WILL NOT BE PERMITTED. ONLY STOCK OEM STARTERS IN THE OEM LOCATION PERMITTED. ONLY ONE (1) AFTERMARKET TACHOMETER, OIL PRESSURE AND WATER TEMPERATURE GAUGE(S) WILL BE PERMITTED.
6. TURBO CHARGED AND/OR SUPER CHARGED AND/OR ROTARY ENGINES AND/OR ENGINES UTILIZING A VARIABLE CAM/VALVE TIMING SYSTEM WILL NOT BE PERMITTED. NO ADJUSTABLE CAM GEARS.
7. ENGINES MAY BE COMPRESSION TESTED/ VACUUM TESTED AT RANDOM. REFUSAL WILL BE RESULT IN A DISQUALIFICATION OF DRIVER AND CAR. IF CAMS DO NOT MEET OUR VACUUM TEST YOU WILL BE ASKED TO PULL THE CAM SO WE CAN HAVE IT TESTED TO MAKE SURE THE DEGREES AND SEPARATION, ETC. ARE CORRECT AND IT'S NOT A REGRIND. INTAKE MANIFOLD AND/OR EXHAUST MANIFOLD MAY BE PULLED TO CHECK FOR PORT WORK. ANY PORT WORK FOUND WILL RESULT IN DISQUALIFICATION OF DRIVER AND CAR.

EXHAUST SYSTEM

1. THE EXHAUST MANIFOLD MUST REMAIN UNALTERED AND OEM FOR THE MODEL OF THE CAR BEING USED IN COMPETITION. NO EXCEPTION!!!
2. REMOVAL OF THE CATALYTIC CONVERTER, AIR CONDITIONING COMPRESSOR AND SMOG PUMP WILL BE PERMITTED.
3. 48" EXHAUST PIPE EXITING ON EITHER SIDE, AWAY FROM FUEL TANK. MUST NOT RUN INSIDE OF CAR IN ANY WAY. MUST BE POSITIVELY AND SECURELY FASTENED AND WILL BE MANDATORY FOR ALL CARS.

ATTENTION!!!

ANY COMPLETE ENGINE CAN BE CLAIMED BY THE TRACK FOR \$800 IF THE TRACK FEELS THE ENGINE HAS BEEN ALTERED INSIDE, COMPLETE WITH INTAKE, FUEL RAIL, EXHAUST MANIFOLDS. EVERYTHING ON ENGINE EXCLUDING THE TRANSMISSION!!!

TRANSMISSION AND DRIVELINE

1. THE TRANSMISSION AND/OR TRANSAXLE MUST REMAIN UNALTERED AND OEM.
2. ALL FORWARD AND REVERSE GEARS MUST BE OPERATIONAL. THIS MAY BE TECHED TO MAKE SURE ALL GEARS ARE IN THE TRANSMISSION. IF GEARS ARE MISSING THIS COULD MEAN DISQUALIFICATION.
3. THE FLYWHEEL, FLEXPLATE, CLUTCH AND/OR TORQUE CONVERTER AND/OR ASSEMBLY MUST REMAIN UNALTERED AND OEM. NO RACING PRODUCTS.
4. MINI-TYPE CLUTCHES AND/OR COUPLERS WILL NOT BE PERMITTED.
5. TRANSMISSION COOLERS IN THE DRIVER COMPARTMENT WILL NOT BE PERMITTED.
6. TORQUE DIVIDING FINAL DRIVE SYSTEMS WILL NOT BE PERMITTED.
7. LOCKED DIFFERENTIALS OF ANY TYPE WILL NOT BE PERMITTED.
8. NO LSD TRANSMISSION PERMITTED.
9. A MINIMUM ONE (1) INCH INSPECTION HOLE MUST BE LOCATED IN THE BELL HOUSING.

FUEL TANKS / FUEL CELLS

1. THE FUEL SYSTEM MUST BE COMPLETE, UNALTERED AND OEM FOR THE MODEL OF THE CAR BEING USED IN COMPETITION.
2. OEM FUEL TANK MOUNTED AHEAD OF THE REAR AXLE MUST HAVE A MANDATORY MINIMUM 1/8" SHIELD MOUNTED UNDER IT SECURELY.
3. NO ALUMINUM FUEL CELLS PERMITTED.

IF THE FUEL TANK IS MOUNTED BEHIND THE REAR AXLE, THE FUEL TANK MUST BE REPLACED WITH A MAXIMUM EIGHT (8) GALLON FUEL CELL RELOCATED TO THE TRUNK AREA OF THE CAR. THE FUEL CELL MUST BE SECURELY MOUNTED TO FRAME/RAILS AND HAVE TWO (2) SOLID MAGNETIC STEEL STRAPS AROUND THE ENTIRE FUEL CELL, MINIMUM TWO (2) INCHES WIDE AND .125" THICK. A MAGNETIC STEEL OR FUEL CELL COVER MUST BE BETWEEN THE DRIVER AND THE FUEL CELL. IF FUEL CELL IS MOUNTED IN FLOOR BEHIND DRIVER NO DECKING ANY HIGHER THAN THE FUEL CELL PERMITTED.

4. A FUEL CELL VENT, INCLUDING CAP VENT, MUST HAVE A CHECK VALVE. IF THE FUEL CELL DOES NOT HAVE AN AIRCRAFT TYPE POSITIVE SEAL FILLER NECK, THEN A FLAPPER, SPRING AND/OR BALL TYPE FILLER ROLL-OVER IS MANDATORY.

5. EXTERNAL ELECTRIC FUEL PUMP WIRED TO THE IGNITION SWITCH WITH AFTERMARKET FUEL CELL WILL BE PERMITTED.

6. ALL CARS MUST BE EQUIPPED WITH A FUEL PUMP SAFETY OIL PRESSURE SWITCH.

7. COOL CANS WILL NOT BE PERMITTED.

8. FUEL LINES THAT PASS THROUGH THE DRIVER COMPARTMENT MUST BE MAGNETIC STEEL AND INSIDE MAGNETIC STEEL TUBING.

TIRES AND RIMS---TIRES MUST BE A MINIMUM OF 400 TREAD WEAR AND UP!

1. NO SOAKING OF ANY TIRES. TIRE SAMPLES MAY BE COLLECTED AND SENT OUT TO A LAB FOR CHEMICAL TESTING.

2. ONLY OEM DOT 13, 14, 15, OR 16 INCH PASSENGER TIRES WILL BE PERMITTED. NO RACING DOT PERFORMANCE TIRES, DIRECTIONAL TIRES, MUD, AND/OR SNOW TIRES WILL BE PERMITTED.

3. ALTERATIONS OF ANY TYPE INCLUDING RE-CAPS, SIPING AND/OR GROOVING, ALTERING OF SIDEWALLS WILL NOT BE PERMITTED AND WILL BE GROUNDS FOR DISQUALIFICATION AND POSSIBLE SUSPENSION. CHEMICAL ALTERATIONS WILL RESULT IN LOSS OF ALL POINTS FOR THE SEASON, \$300 FINE AND 4 RACE SUSPENSION (RAIN OUTS DO NOT COUNT). FINE MUST BE PAID BEFORE RACING AGAIN.

4. ALL RIMS MUST BE OEM STEEL OR ALUMINUM WITH A MAXIMUM WIDTH OF SEVEN (7) INCHES AND A STANDARD BEAD. EXCEPTION OF RIGHT FRONT RIM. RIGHT FRONT RIM MUST BE ALUMINUM OEM OR THE APPROVED DODGE STEEL RIM. NO OTHER SUBSTITUTIONS.

5. ALL FOUR (4) RIMS MUST BE THE SAME SIZE. TIRES CAN BE DIFFERENT SIZES (EXAMPLE 195/14 OR 205/14 ETC.) ONLY 60, 70, OR 80 SERIES. EACH TIRE MUST HAVE A TREAD WEAR OF 400 OR ABOVE TO BE LEGAL FOR COMPETITION. NO ALTERING OF SIDEWALLS PERMITTED.

6. ALL TIRES MUST REMAIN INSIDE OF THE BODY.

7. WHEEL SPACERS AND/OR BLEEDER VALVES WILL NOT BE PERMITTED.

8. WHEEL REINFORCEMENT IS STRONGLY RECOMMENDED.

ATTENTION!!!!

TRACTION CONTROL OF ANY TYPE WILL NOT BE PERMITTED!!!

SAFETY

1. IT IS THE SOLE RESPONSIBILITY OF EACH COMPETITOR FOR THE EFFECTIVENESS AND PROPER INSTALLATION, PER THE MANUFACTURER'S SPECIFICATIONS TO BE ADEQUATE FOR COMPETITION AT EVERY EVENT. EACH COMPETITOR IS EXPECTED TO INVESTIGATE AND EDUCATE THEMSELVES FOR CONTINUING IMPROVEMENT REGARDING THEIR OWN PERSONAL SAFETY EQUIPMENT.

2. EACH CAR MUST BE EQUIPPED WITH AN SFI 16.5 OR SFI 16.1 APPROVED SEAT BELT RESTRAINT SYSTEM UNTIL THE DATE OF THE BELT EXPIRATION (USUALLY THREE (3) YEARS). SEAT BELT RESTRAINT SYSTEMS MUST BE INSTALLED IN ACCORDANCE

WITH THE DIRECTIONS AND APPLICATION OF THE SYSTEM SUPPLIER OR MANUFACTURER.

3. SEAT BELT WEBBING THAT COMES INTO CONTACT WITH ANY SHARP OR UNRADIUSED METAL EDGE SHOULD BE PROTECTED FROM THAT EDGE OF PUSH ON GRIP VINYL TRIM. SEAT MANUFACTURERS SUPPLY THE SEAT WITH TRIM PROTECTING THE WEBBING FROM ABRASION OR CUTTING UNDER IMPACT CONDITIONS AND SHOULD BE USED TO THEIR SPECIFICATIONS. MAKE SURE EVEN NEW BELTS ARE WITHIN GOOD DATES NO GRACE PERIOD ON BELTS
4. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT THE OFFICIALS OR THE TRACK PROMOTER, TO ENSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE SFI APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.
5. EACH DRIVER MUST WEAR A FIRE RESISTANT UNIFORM MEETING THE SFI 3.2A/5 SPECIFICATION AND DISPLAY A VALID SFI 3.2A/5 LABEL. EACH DRIVER MUST WEAR FIRE RESISTANT SHOES AND GLOVES AND MUST MEET THE SFI 3.3 SPECIFICATION AND DISPLAY A VALID SFI 3.3 LABEL.
6. AN ALUMINUM SEAT BUILT SPECIFICALLY FOR THE PURPOSE OF COMPETITION IN AUTO RACING EVENTS IS REQUIRED. FULL CONTAINMENT SEAT IS HIGHLY RECOMMENDED. IT IS MANDATORY THAT MINORS USE A FULL CONTAINMENT SEAT. HIGH-BACK ALUMINUM (STOCK CAR STYLE) SEATS SHOULD BE SECURELY MOUNTED TO THE FRAME AS RECOMMENDED/REQUIRES BY SEAT MANUFACTURER AND CHASSIS MANUFACTURER. THE SEAT MUST BE MOUNTED A MINIMUM OF 30" FROM THE CENTER OF THE REAR END, MEASURED AT THE BOTTOM OF THE SEAT. HEAD REST (BEHIND THE HEAD) SHOULD INCLUDE PADDING. ALL AREAS SURROUNDING THE HEAD SHOULD HAVE PADDING.
7. WINDOW NETS ARE MANDATORY.
8. DRIVER MUST WEAR A FULL FACE HELMET WITH A VALID SA2015 OR NEWER STANDARD SNELL AND DISPLAY A VALID SFI 31.1, SFI 31.2, OR SFI 31.1 2015 LABEL. THE DRIVER SHOULD WEAR THE HELMET IN ACCORDANCE WITH THE DIRECTIONS PROVIDED BY THE HELMET MANUFACTURER AND/OR SUPPLIER.
9. HEAD AND NECK RESTRAINTS ARE STRONGLY RECOMMENDED. HEAD AND NECK RESTRAINTS ARE MANDATORY FOR ALL MINOR DRIVERS. IF A HEAD AND NECK RESTRAINT SYSTEM IS CONNECTED IT SHOULD CONFORM TO THE MANUFACTURERS MOUNTING INSTRUCTIONS. MANDATORY FOR ANY MINOR DRIVER.
10. NO SHARP OR PROTRUDING EDGES IN OR AROUND THE COCKPIT, WHICH WOULD IMPEDE THE DRIVER'S RAPID EXIT FROM THE CAR.
11. WINDSHIELD SCREENS AND/OR FULL LEXAN WINDSHIELDS ARE MANDATORY. SCREENS MUST BE SECURELY FASTENED.
12. FLAME RETARDANT SEAT, ROLL BAR, KNEE AND STEERING PADS OR PADDING ARE RECOMMENDED. STANDARD ROLL BAR PADDING ANYWHERE THE DRIVER CAN HIT IS MANDATORY.
13. ALL CARS MUST BE EQUIPPED WITH A FIRE EXTINGUISHER. THIS IS MANDATORY.

14. RACE RECEIVERS AND TRANSPONDERS ARE MANDATORY FOR ALL DRIVERS AT ALL TIME WHILE ON THE TRACK.
 15. SAFETY TECH AND VISUAL INSPECTION WILL BE DONE PRE-RACE. THE MORE ADVANCED TECH WILL BE PERFORMED POST-RACE.
- IF THE TRACK OR TECH FEELS ONE TYPE OF CAR MAKE OR ENGINE IS DOMINATING THE CLASS WE RESERVE THE RIGHT TO TAKE ACTION TO KEEP ALL CARS COMPETITIVE FOR THE BETTERMENT OF RACING.