

Street Stocks 2025 Rules

THIS DIVISION IS LIMITED TO 1955 TO PRESENT AMERICAN MADE AUTOMOBILES AND TRUCKS. FRAME AND BODY MANUFACTURES DO NOT HAVE TO MATCH.

WEIGHT

3175 LBS STEEL BODY MINIMUM 108" WHEELBASE WITH A MAX 58% LEFT SIDE WEIGHT. ACCORDING TO OUR SCALES. SEE SHOCK RULE BELOW

3200 LBS STEEL BODY WITH MINIMUM 105" WHEELBASE AND A MAX 57% LEFT SIDE WEIGHT AND NO REAR SPOILER PERMITTED SEE SHOCK RULE BELOW. WITH DRIVER AFTER RACE, WITH NO FUEL ADDED. RACES WITH POSTED LAPS OVER 25 CAN DEDUCT 1LB PER LAP OVER 25 FOR A MAX OF A 25LB DEDUCTION.

CAMARO AND/OR LEAF SPRING CARS WITH SQUARE TUBING BEFORE REAR WHEELS (NOT STOCK FRAME RAILS) MAX 56% LEFT SIDE 47% MAXIMUM REAR WEIGHT. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER ON IT. WEIGHT MUST BE MOUNTED ON FRAME WITH A MINIMUM OF TWO (2) 1/2 BOLTS. ANY CAR LOOSING WEIGHT ON THE TRACK WILL BE FINED \$10 PER POUND. FINE MUST BE PAID BEFORE RETURNING TO RACE!.

BODY

STEEL BODY - FIBERGLASS BODY MUST RESEMBLE OEM COUNTERPARTS ADD 100LBS

(5 STAR 80-87 MONTE CARLO FIBERGLASS TOP SECTION PERMITTED WITH STEEL BODY NO PENALTY) BODY CAN BE OEM STOCK STEEL OR HOMEMADE STEEL BUT MUST RESEMBLE A STOCK PRODUCTION CAR. HOMEMADE STEEL BODIES MUST BE ALL STEEL. STOCK OEM STEEL BODIES REQUIREMENTS WILL BE INTERPRETED AS A MINIMUM OF STOCK OR FIBERGLASS ROOF INCLUDING A PILLARS. STEEL QUARTER PANELS/ FENDERS OF THE MODEL AND YEAR OF CAR BEING USED. QUARTER/FENDERS PANELS MUST RETAIN TOP EDGE WITH 3" OF STEEL ON SIDE IF REMADE WITH

ALUMINUM. HOMEMADE STEEL BODY CAN NOT BE FLAT SIDED AND MUST RESEMBLE THEIR OEM COUNTERPARTS MUST HAVE A BODY LINE LIKE OEM.

AFTERMARKET STEEL MANUFACTURED STREET STOCK BODIES (AR, 5 STAR, PERFORMANCE) WITH NO ADVANTAGE PERMITTED.

FRONT FENDERS: CAN BE OEM STOCK STEEL WITH OR WITHOUT ALUMINUM SIDES, CAN BE HOMEMADE OUT OF STEEL ONLY OR AFTERMARKET FROM A BODY MANUFACTURER. NO FIBERGLASS FENDERS PERMITTED WITHOUT ENTIRE FIBERGLASS BODY. HOMEMADE FENDERS MUST RESEMBLE AN OEM FENDER WITHIN REASON. TECH WILL HAVE FINAL SAY ON ALL BODIES AND BODY PARTS. FENDERS WITH EXCESSIVE RAKE OR EXCESSIVE CREATIVITY WEIGHT PENALTIES COULD APPLY. IF YOU SHOW UP WITH A FLAT SIDED CAR YOU WILL NOT RACE. HOMEMADE STEEL FENDERS MUST BE ALL STEEL, NO ALUMINUM.

DOOR SKINS AND TRUNK LID MAY BE REPLACED WITH ALUMINUM, PROVIDED THEY REMAIN STOCK APPEARING. HOOD COW INDUCTION OF NO MORE THAN 3" WILL BE PERMITTED. HOODS ARE TO BE SECURED BY A MINIMUM OF 4 HOOD PINS. 3" HOOD SCOOP MAX. HOOD MAY BE ALUMINUM, STEEL, OR FIBERGLASS. SPOILERS PERMITTED (MAXIMUM 5" HEIGHT), NO SIDES FACING FORWARD. BRACKETS CAN BE NO HIGHER THAN SPOILER. MAXIMUM HEIGHT FROM GROUND TO TOP OF SPOILER 42". ALL CARS EXCEPT CAMAROS FROM 1970 THROUGH 1981 MUST HAVE CLEAR LEXAN OR POLYCARBONATE SPOILER. 1970 THROUGH 1981 CAMAROS MAY USE STOCK SPOILERS.

WHEEL OPENINGS MAY BE TRIMMED FOR TIRE CLEARANCE. FRONT INNER FENDER WELLS MAY BE REMOVED SO LONG AS COMPLETE FRONT FIREWALL REMAINS (FIREWALL CAN BE REPLACED WITH STEEL OF THE SAME THICKNESS AND IN STOCK LOCATION.) TRUNK AREA FLOORBOARD MAY BE REMOVED. REAR INNER FENDER WELLS MAY BE REMOVED, HOWEVER, FLOORBOARD MUST EXTEND BACK TO THE POINT WHERE THE STOCK REAR FIREWALL AND FLOOR JOIN. DOORS MUST BE BOLTED OR WELDED SHUT. ROCKER PANELS MAY BE REMOVED. BODY, INCLUDING FRONT NOSE PIECE, MUST MAINTAIN A MINIMUM 4" GROUND CLEARANCE WET WITH DRIVER. RUB RAILS (HIGHLY RECOMMENDED POLY-CARBONATE) BETWEEN

WHEEL OPENINGS NO WIDER THAN 1.5" MOUNTED FLUSH WITH THE BODY ARE PERMITTED. NO SHARP EDGES.

BUMPERS/COVERS (2 OPTIONS) NO DOMINATER OR OTHER NAME BRANDS / DIRT STYLE BUMPER COVERS FRONT OR REAR WILL BE PERMITTED NO DIRT STYLE 2 PIECE FRONT FENDERS PERMITTED.

CARS MANUFACTURED WITH STEEL BUMPERS ARE ALLOWED TO RUN STEEL BUMPER EXTERIOR ONLY READ BELOW. METAL SUPPORT WILL CONSIST OF ONE (1) 1 3/4" ROUND OR SQUARE TUBING .095 THICKNESS. MUST BE HOLLOW WITH OPEN ENDS. NO OEM OR TUBING REINFORCEMENTS ALLOWED. 2 HORIZONTAL BARS PARALLEL WITH FRAME ARE ALLOWED. NO DIAGONAL BRACING. A LOWER CHIN SPOILER DEVICE IS PERMITTED NO WIDER THAN FOUR (4) INCHES AND CAN NOT BE LOWER THAN FOUR (4) INCHES TO THE GROUND.

BUMPERS STEEL OR OEM STYLE MUST BE CUT OFF AND BLENDED INTO FENDERS AND 1/4 PANELS (CAN NOT BE STICKING OUT PASS THE FENDERS OR 1/4 PANELS) THEY MUST BE SMOOTHLY BLENDED FROM EDGE OF BUMPER TO FENDERS/QUARTER PANELS WITH STEEL OR ALUMINUM TO BUMPER AND FENDER.

CARS WITH PLASTIC NOSE/BUMPER COVERS MUST HAVE STREET STOCK PART # : METAL SUPPORT WILL CONSIST OF ONE (1) 1 3/4" ROUND OR SQUARE TUBING .095 THICKNESS. MUST BE HOLLOW WITH OPEN ENDS. NO DIAGONAL SUPPORTS. CORNERS MUST BE ATTACHED TO FENDERS AND QUARTER PANELS. PLASTIC AFTERMARKET BUMPERS (WITH STREET STOCK PART NUMBERS) ARE PERMITTED TO KEEP THEIR MANUFACTURED LOOK AND SPLITTER. NO ADDING ANY OTHER AERODYNAMIC DEVICES ON FRONT OF THE LOWER BUMPER.

WINDOWS

ALL EXTERIOR GLASS EXCEPT FRONT WINDSHIELD MUST BE REMOVED. FRONT WINDSHIELD MUST BE REPLACED WITH 1/8" LEXAN / POLYCARBONATE. NO PLEXIGLASS. WINDOW AND DOOR LATCH

MECHANISMS MUST BE REMOVED. REAR AND SIDE WINDOWS PERMITTED BUT MUST BE CLEAR LEXAN. WINDSHIELD CAN NOT BE LAID BACK MORE THAN 5 DEGREES OF STOCK FOR BODY BEING USED WITH NO EXCESSIVE RAKE IN THE ROOF OF THE CAR.

INTERIOR

ALL STOCK SEATS MUST BE REMOVED. FRONT SEAT MUST BE REPLACED WITH AN ALUMINUM RACING SEAT WITH HEADREST. DRIVERS SEAT MOUNTING BRACKETS MUST BE ATTACHED TO THE ROLL CAGE. SEAT MUST BE SECURED. DASHBOARD, DASH GAUGES, RADIO AND INSTRUMENTS MUST BE REMOVED. INNER DOOR PANELS, INTERIOR DOOR TRIM AND FLOOR COVERINGS MUST BE REMOVED. ANY HEAT REFLECTIVE MATERIAL USED ON THE FLOOR OR FIREWALL MUST BE NON-FLAMMABLE. ALL CARS MUST HAVE COMPLETE FRONT FIREWALL (FIREWALL CAN BE REPLACED WITH STEEL OF THE SAME THICKNESS AND IN STOCK LOCATION) AND TRANSMISSION TUNNEL. IF FLOOR PAN IS FABRICATED, IT MUST BE STEEL AND IN STOCK LOCATION. NO ALUMINUM INTERIOR. NO BOXING INSIDE THE 4 UPRIGHTS. PASSENGER FLOOR MAY BE RAISED A MAXIMUM OF 4" NOT TO EXCEED TOP OF TUNNEL FOR EXHAUST CLEARANCE.

FRAME

MUST BE COMPLETE WITH STOCK COMPONENTS FROM IN FRONT OF GEAR BOX TO THE CENTER OF REAR END HOUSING. FRAME MUST BE STOCK WIDTH SIDE TO SIDE AS FACTORY FOR TYPE OF FRONT/REAR CLIP. FACTORY LEAF SPRING UNI-BODY CHASSIS WITH SQUARE TUBING MUST BE A FACTORY WIDTH. NO WIDENING OR NARROWING OF ANY CHASSIS. SPRINGS MUST BE IN STOCK LOCATION. MOUNTING POINT HOLE FOR TRAILING ARMS OR LEAF SPRINGS MUST BE IN STOCK LOCATION WITH ONLY ONE MOUNTING HOLE. (UNDER SLUNG CHASSIS BARS PERMITTED WITH NOTHING MOUNTED ON TUBING , NO SHOCKS ATTACHED TO THEM AND NO WEIGHT ON THEM. IF YOU HAVE ONE YOU MUST SHOW TECH AND A 25 LB. WEIGHT PENALTY WILL APPLY.) REAR ENDS MUST BE LOCATED ON STOCK MOUNTING POINTS FACTORY MOUNT HOLES.

LEAF SPRINGS AND COIL SPRINGS MUST BE STEEL. ONE SPRING RUBBER PER SPRING. NO PROGRESSIVE RATE SPRINGS. NO COMPOSITE MATERIALS. NO FIBERGLASS. NO ALUMINUM. LEAF SPRING CARS CAN USE

MULTIPLE HOLE REAR SHACKLES WITH NO WEDGE BOLTS OR SINGLE HOLE NON ADJUSTABLE REAR SHACKLES WITH WEDGE BOLTS (1 TYPE PERMITTED PER CAR ONLY) CARS THAT HAVE THE SLIDERS ON REAR OF LEAF SPRING ARE NOT PERMITTED TO HAVE WEDGE BOLTS IN REAR.

ROLL CAGE

FULL CAR ROLL CAGE REQUIRED. CAGE MUST NOT BE OFFSET TO THE SIDE AND MUST BE PERIMETER TYPE. THE WIDTH OF THE TOP ROLL CAGE BARS (HALO) MUST BE A MINIMUM OF 75% OF THE WIDTH OF THE FRAME RAILS WHERE THE CAGE ATTACHES. HALO SHOULD COVER OVER 50% OF THE WIDTH OF THE TOP BEING USED, WITH 4 UPRIGHTS WELDED TO FRAME. TOP OF CAGE SHOULD FORM A BOX AND FOLLOW THE CONTOUR OF THE WINDSHIELD IN FRONT AND REAR. FRONT ENGINE COMPARTMENT LOOP CONNECTED TO ROLL CAGE AND EXTENDING IN FRONT OF ENGINE AND A REAR LOOP BEHIND FUEL TANK IS MANDATORY. ALL CAGE MATERIAL MUST BE ROUND STEEL TUBING AT LEAST 1.625" OD WITH .095" THICKNESS. NO GALVANIZED OR SQUARE TUBING PERMITTED. THREE (3) DOOR BARS ARE REQUIRED ON DRIVER SIDE AND TWO (2) ON PASSENGER SIDE. GUSSETS SHOULD BE USED WHERE POSSIBLE. BARS AROUND DRIVER MUST BE PADDED WITH APPROVED PADDING. SF SPEC 45.1 PADDING IS HIGHLY RECOMMENDED. ON SET BACK CAGES, IF TECH DETERMINES A DRIVER CAN NOT EXIT IN A SAFE TIMELY MANNER THE CAR WILL NOT BE PERMITTED TO RACE UNTIL FIXED AND APPROVED BY TECH. NO ALTERING TOP OR QUARTER GLASS WINDOW OPENINGS. WE DO NOT WANT TO SEE YOU LOOKING OUT THE QUARTER GLASS WINDOW. HELMET MUST BE BELOW THE HALO BARS. ALL CAGES MUST BE APPROVED BY TECH.

SUSPENSION

STOCK SUSPENSION MUST BE MAINTAINED WITH THE EXCEPTION OF THE FOLLOWING: WEDGE BOLTS OR JACKING DEVICES ARE ALLOWED. one spring per wheel. ONE SHOCK PER WHEEL. SHOCKS MAY BE MOVED TO ALLOW FOR JACKING DEVICE. NO BUMP STOPS OR SUSPENSION TRAVEL LIMITING DEVICES. NO COIL BINDING. ONE SPRING RUBBER PER SPRING. NO PROGRESSIVE RATE SPRINGS. REAR 4 LINK TRAILING ARMS FACTORY OR ADJUSTABLE (HEIM) OR NON ADJUSTABLE TRAILING ARMS MAY BE USED. MUST HAVE A SINGLE NON ADJUSTABLE CHASSIS MOUNTING POINT ONLY. TRAILING ARM LENGTHS, CENTER BOLT HOLE TO CENTER BOLT HOLE

MUST BE EQUAL. MUST BE STEEL, OEM OR
SPEEDWAY TRAILING ARMS UTILIZE BUSHINGS WELDED INTO THE TRAILING
ARM LOWER TRAILING ARMS MUST BE NO LONGER THAN 22.5 LONG AND
UPPER ARMS NO LONGER THAN 11.5 LONG IF MEASURED IN TEC BOTH SIDES
MUST MEASURE THE SAME. NO 3 LINK OR PANHARD BAR SETUPS (EVEN IF
THEY WERE STOCK FOR CHASSIS).

SWAY BAR: ADJUSTABLE SWAY BAR ALLOWED. OEM STYLE MAXIMUM
DIAMETER 1 1/4". AFTERMARKET DRAG LINK PERMITTED WITH OEM INNER TIE
RODS. AFTERMARKET TOP

A-ARMS ALLOWED AND MAY BE RELOCATED, BUT MUST HAVE A CROSS SHAFT,
NO HEIM ENDS. NO ALUMINUM SUSPENSION PARTS. NO RACK AND PINION
STEERING. MAXIMUM TREAD WIDTH 78" OUTSIDE TIRE TO OUTSIDE TIRE, AT
SPINDLE HEIGHT. OUTER TIE RODS CAN BE STEEL SLEEVE AND A HEIM. NO
MADE FOR RACING SPINDLES. MUST BE OEM STYLE SPINDLES. CAST DROP
SPINDLES ARE PERMITTED. RIGHT AND LEFT MUST BE OF SAME TYPE. NO
MISS-MATCHING SPINDLES.

WEIGHT: ALL WEIGHT MUST BE PAINTED WHITE AND HAVE THE CAR NUMBER
ON IT. MUST BE MOUNTED PROPERLY WITH ADEQUATE NUTS AND BOLTS.

SHOCKS - SHOCK RULE: 3175LBS CARS SHOCKS MUST BE STEEL, NON
ADJUSTABLE, NON-GAS RECHARGEABLE, AND WITHOUT SCHRADER VALVES
OR ANY METHOD TO CHARGE WITH GAS. SHOCKS MAYBE RE-BUILDABLE. THE
LIST BELOW CONTAINS THE ONLY APPROVED SHOCKS! 3175LB CARS
UTILIZING 4 SHOCKS BELOW PRINTED IN RED WITH A REBOUND OF 8 OR
BELOW CAN DEDUCT 75LBS .

105" 3200LB CARS UTILIZING 4 SHOCKS BELOW PRINTED IN RED WITH A
REBOUND OF 8 OR BELOW CAN DEDUCT 50LBS

AFCO - 10 SERIES, 12 SERIES, 14 SERIES (MAX 8 REBOUND) PLUS ANY AFCO
STANDARD OEM STOCK MOUNTING SHOCK.

BILSTEIN - AK SERIES, SG SERIES, SZ SERIES, SL SERIES, SLS SERIES.

INTEGRA- 310-421 (MAX 8 REBOUND)

PRO- SS SERIES, SS-A SERIES, WB SERIES (MAX 8 REBOUND), TA SERIES.

QA1- 20,23,50 AND 70 SERIES, FC SERIES, 55 SERIES, 59 SERIES, 75 SERIES, E SERIES. all shocks must fully compress into shock body

REAR ENDS

ANY STOCK PASSENGER CAR REAR END. NO QUICK CHANGES. REAR ENDS MUST BE LOCKED WITH FULL OR MINI SPOOL. NO POSITIVE TRACTION UNITS BY ANY NAME OR TYPE PERMITTED. 9" FORD STEEL FLOATER REAR END WITH STEEL OR ALUMINUM HUBS WILL BE PERMITTED. MUST BE MOUNTED IN STOCK POSITION WITH STOCK FRAME MOUNTS.

BRAKES

BRAKES MUST BE STEEL OEM TYPE. (SINGLE PISTON CALIPERS ONLY) OPERATIVE ON ALL 4 WHEELS, DRUM OR DISK. AFTERMARKET FRONT STEEL 2 PIECE HUB ROTOR / SAFETY HUB MUST MAINTAIN MINIMUM OEM DIMENSIONS FOR HUB/ROTOR AND CALIPERS, BOLT PATTERN MAY BE CHANGED. LARGER STUDS ALLOWED. NO SCALLOPED ROTORS.

ENGINE

ENGINE BLOCK AND CYLINDER HEADS MUST BE CAST IRON. VALVE COVERS AND OIL PAN MAY BE CHANGED. ANY INTERNAL MODIFICATIONS ARE PERMITTED. ANY CAST IRON OR ALUMINUM, CARBURETED INTAKE MANIFOLD MAY BE USED. ENGINE MUST BE LOCATED SO THAT THE FORWARD MOST SPARK PLUG IS EVEN WITH OR IN FRONT OF A LINE CONNECTING THE TOP BALL JOINTS. IN ORDER TO KEEP THE COST DOWN WE ARE GOING TO ALLOW GM CRATE ENGINE PART #19258602. WITH THIS MOTOR OPTION YOU CAN USE UP TO A 750 DOUBLE PUMPER AND MAY BE A WEIGHT BREAK IN THE FUTURE.

CARBURETOR

CARBURETION LIMITED TO ONE TWO BARREL US MANUFACTURED UNTIL OR DUAL INLET 4 BARREL. DOUBLE PUMPERS UP TO 750. NO DOMINATOR BASE CARBURETORS. NO DEMOND CARBS. NO PREDATOR CARBS OR PARTS THEREOF. MAXIMUM OF

1 1/4 CARBURETOR SPACER INCLUDING ADAPTER PLATE.

IGNITION

NO MAGS OR MULTIPLE COIL TYPE IGNITIONS. MSD BOXES MUST BE MOUNTED ON RIGHT SIDE OF CAR AND OUT OF REACH OF DRIVER.

EXHAUST SYSTEM

EXHAUST MANIFOLD MAY BE REPLACED WITH HEADERS. EXHAUST PIPES MAY BE REPLACED, BUT MUST EXIT UNDER CAR OR REAR OF PASSENGER DOOR. NO 180'S OF ANY TYPE OR CROSSOVER HEADERS.

DRIVE TRAINS

TRANSMISSIONS MUST BE OEM STOCK TYPE, MANUAL OR AUTOMATIC, AND MUST HAVE BOTH WORKING FORWARD AND REVERSE GEARS . MINIMUM 7.25 MULTI DISC CLUTCHES WILL BE PERMITTED. NO OVERDRIVES SIDE MOUNTED LINKAGE ONLY NO DIRECT DRIVES CONVENTIONAL CLUTCH MOUNTED TO FLYWHEEL ONLY WILL BE PERMITTED NO CARBON FIBER OR NON STANDARD MATERIAL CLUTCHES. NO SLIPPER OR CENTRIFUGAL CLUTCHES PERMITTED. DRIVE SHAFTS MUST HAVE AT LEAST ONE 360 DEGREE SAFETY/LOOP DIRECTLY BEHIND FRONT UNIVERSAL JOINT. 9" FORD FLOATER REAR END MAY BE USED IN ANY CAR AS LONG AS ORIGINAL SUSPENSION MOUNTING BRACKETS ARE USED. FLOATER REAR ENDS WITH ALL STEEL HOUSINGS AND AXLE TUBES STEEL OR ALUMINUM HUBS WILL BE PERMITTED. DRIVE SHAFT MUST BE PAINTED WHITE. NO ALUMINUM DRIVE SHAFTS PERMITTED.

FUEL CELLS

MAXIMUM 22 GALLON COMMERCIALLY MADE FUEL CELL BLADDER WITH FOAM INSERT REQUIRED. CELL MUST BE MOUNTED IN A RECTANGULAR CAN MADE OF MAGNETIC STEEL. PLASTIC FUEL CELLS WILL NOT BE PERMITTED. CELL MUST BE MOUNTED IN TRUNK AREA, BETWEEN FRAME RAILS WITH BOTTOM OF CELL NO LOWER THAN THE CENTER LINE OF THE REAR AXLE. CELLS MUST BE SECURED BY A FRAME WORK USING A MINIMUM OF 1" SQUARE TUBING THAT IS ATTACHED TO THE MAIN FRAME RAILS. ALL FUEL SYSTEMS ARE SUBJECT TO INSPECTION AND APPROVAL.

FUEL LINES

FUEL LINES MUST BE SECURELY MOUNTED AND PROTECTED. FUEL LINES RUNNING THROUGH THE DRIVERS COMPARTMENT MUST BE HIGH PRESSURE AIRCRAFT OR COMPLETELY COVERED BY METAL SHIELDING. NO ELECTRIC FUEL PUMPS PERMITTED.

FUEL

ONLY STRAIGHT GASOLINE OR RACING FUEL IS PERMITTED. NO NITRO ADDITIVE OR ALCOHOL PERMITTED.

RADIATOR

MAY BE REPLACED AS LONG AS IT DOES NOT ALTER SHEET METAL. MUST HAVE AN OVERFLOW TANK OF NO LESS THAN 2 QUART CAPACITY OR HAVE THE OVERFLOW HOSE DIRECTED UP ONTO THE WINDSHIELD. NO GLYCO BASED ANTIFREEZE COOLANT PERMITTED.

BATTERY/STARTER

ALL CARS MUST HAVE WORKING STARTER (MOUNTED IN STOCK LOCATION ON BLOCK) AND BATTERY. ALL BATTERIES MUST BE SECURELY MOUNTED AND COMPLETELY COVERED IF IN DRIVERS COMPARTMENT.

WHEELS

MAXIMUM 8" WHEEL WIDTH PERMITTED. ALL WHEELS MUST BE STEEL RACING TYPE. ALL WHEEL LUGS MUST BE 5/8" WITH AT LEAST 3 THREADS SHOWING BEYOND LUG NUTS.

TIRES

HOOSIER COMANCHE 15" NO TIRE SOAKING OR DRESSING. NO RECAPS. UP TO SIX NEW TIRES BY THE START OF YOUR FIRST RACE. THEN ONE (1) NEW TIRE PER NIGHT OF RACING. ALL SERIAL NUMBERS FOR TIRES MUST BE ON YOUR "RACE TIRES INVENTORY" INDEX CARDS. ALL TIRES MUST HAVE BABY POWDER INSIDE THEM. ANY FLATS OR ON TRACK DAMAGE TO TIRES YOU

MUST HAVE VERIFIED THE NIGHT OF BEFORE LEAVING THE TRACK TO BE ABLE TO BUY A REPLACEMENT FOR TIRE(S) IN QUESTION. TIRE SAMPLES MAY BE SENT OUT FOR TESTING TO A LAB AT ANY TIME. PLEASE GO TO AND READ THE TIRE RULES PAGE.

MIRRORS/RADIOS

MIRRORS AND/OR TWO WAY RADIOS ARE NOT PERMITTED IN THE CAR OR IN THE DRIVERS EQUIPMENT. NO CELL PHONES OR ELECTRICAL DEVICES OF ANY KIND. ALL DIVISIONS MUST HAVE AN INCOMING ONLY ONE CHANNEL RACE RECEIVER RADIO SYSTEM.

PAINTING

MUST BE PRESENTABLE AND LOOK PROFESSIONAL. NUMBERS MUST BE AT LEAST 18" TALL ON BOTH DOORS AND 4" IN UPPER RIGHT HAND CORNER OR WINDSHIELD. NUMBERS MUST BE IN CONTRASTING COLOR FROM THE BODY/DOOR COLOR.

INSPECTION

INSPECTION OF ALL CARS WILL BE SUBJECT TO OFFICIAL APPROVAL. WORKMANSHIP AND APPEARANCE OF CARS WILL BE A DETERMINING FACTOR IN WHETHER OFFICIALS PERMIT CARS TO ENTER COMPETITION. UPON CARS FIRST APPEARANCE OF THE SEASON, CAR WILL BE INSPECTED. OFFICIALS ARE NOT OBLIGATED TO ANY GRACE PERIOD ON RULE INFRACTIONS AT ANY TIME. TECH OFFICIALS CAN AT THEIR DISCRETION ADD WEIGHT PENALTIES SO A CAR IS ABLE TO RACE. OFFICIALS DECISIONS ARE FINAL.

THE TECH DIRECTOR SHALL DETERMINE IF CAR IS BUILT TO RULES AND ABLE TO PARTICIPATE. HEREIN OR IMPOSE FURTHER RESTRICTIONS THAT IN HIS OPINION DO NOT ALTER THE MINIMUM ACCEPTABLE REQUIREMENTS. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES 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 A PARTICIPANT, SPECTATOR OR OFFICIAL.

ANY CAR FOUND ILLEGAL BEFORE QUALIFYING WILL NOT BE PERMITTED TO QUALIFY. IF FIXED BEFORE FEATURE, MUST START THE TAIL OF THE FEATURE. IF FOUND ILLEGAL AFTER THE FEATURE DRIVER WILL DISQUALIFIED AND RECEIVE NO POINTS AND ONLY TOW MONEY FOR THE NIGHT.

SAFETY EQUIPMENT

ALL DRIVERS MUST BE PROTECTED AT ALL TIMES WITH NOMEX SF 3 2 A/5 FIRE SUIT, SEAT BELTS, SHOULDER HARNESS, HEADREST, AND HELMET WITH A SA2015 OR NEWER SNELL RATING. SF 3 3/5 GLOVES, SF 3 3/5 DRIVING SHOES. FIRE RESISTANT UNDERWEAR ARE HIGHLY RECOMMENDED. SHOULDER AND SIDE HEAD RESTRAINTS AS PART OF THE RACING SEAT ARE HIGHLY RECOMMENDED. SEAT BELTS AND HARNESS ARE REQUIRED TO BE A FIVE POINT SYSTEM WITH LOWER CROTCH BELT (SIX POINTS ARE RECOMMENDED). MOUNTING ATTACHMENT BAR FOR SHOULDER HARNESS MUST BE AT SHOULDER HEIGHT OF THE DRIVER AND HARNESS SHOULD NOT BEND OR CHANGE DIRECTION AS IT GOES THROUGH THE SEAT. BELT SYSTEMS MUST BE A MINIMUM OF 3" SF APPROVED UNITS LESS THAN 3 YEARS OLD. ALL CARS MUST HAVE A WEB STYLE WINDOW NET (NO MESH WINDOW NETS PERMITTED) ON THE LEFT SIDE WINDOW OPENING WITH A SEAT BELT LATCH MECHANISM ON THE TOP FRONT CORNER. NO CORD OR ROPE TYPE NETS. HIGH IMPACT ROLL BAR PADDING REQUIRED WHEREVER THE DRIVER CAN REACH. FIRE EXTINGUISHER OR B OR C DRY POWDER TYPE OR EQUIVALENT MUST BE IN EVERY CAR AND BE EASILY ACCESSIBLE TO BOTH DRIVER AND RIGHT SIDE WINDOW. A QUICK RELEASE MOUNT IS MANDATORY. EACH CAR SHOULD HAVE A FULLY CHARGED 10 TO 13 POUND B OR C TYPE FIRE EXTINGUISHER IN ITS PIT AREA.