

2019 Fayetteville Motor Speedway Rules

Rules revised 1/10/2019

Rule additions and/or changes for the 2019 racing season are highlighted in **yellow**.

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General Track Rules

- 1) Fayetteville Motor Speedway officials reserve the right to delete change or amend rules in the interest of competition.
- 2) Fayetteville Motor Speedway official's decisions will be final.
- 3) Track management reserves the right to change rules as necessary during the course of a season. Any rule changes will be posted in written form on the bulletin board at the drivers meetings.
- 4) Track management reserves the right to refuse entry to any car, driver or crew- member to the pit area or the grandstand.
- 5) Anyone entering the pit area must read and sign a release absolving track owners and officials of any safety liability. Enter the infield at your own risk.
- 6) Minors must be accompanied by a parent or guardian to enter the infield area. Parents must sign a release form for children under the age of 16 that enter the infield area.
- 7) No vehicles parking in the pit will be allowed to exit until race is completed!
- 8) Track management reserves the right to alter parking for special circumstances.
- 9) Drivers and car owners are responsible for familiarity with the track rules. Rules and other procedures will be updated and emphasized at drivers meetings. Ignorance of the rules is no excuse.

- 10) The race director will be responsible for interpretation of rules, scoring, flagging and other procedures. Decisions of the race director will be final.
- 11) The racetrack reserves the right to adjust the purse in any division in which less than ten (10) cars are entered for that night's competition. Any purse adjustment will be announced to that division at the drivers meeting.
- 12) No passengers allowed in race cars.
- 13) No car allowed on track unless an emergency vehicle is present and the flagman is on duty.
- 14) The racing program may be delayed or stopped due to adverse weather, time restrictions, or track conditions, at the discretion of the track owner. The speedway reserves the right to place time limits on all divisions.
- 15) No personal cars are allowed on the racetrack.
- 16) If it is necessary to cancel the race program for any reason, the program will be considered complete if one-half of the program has been completed. NO REFUNDS FOR ANY REASON, IN CASE OF POSTPONEMENT/CANCELLATION OF EVENT, TICKETS MAY BE USED TOWARDS ONE FUTURE RACE ENTRY TO SPEEDWAY.
- 17) No driver, car owner or crew-member will have any claim against the speedway for damages, losses or expenses.
- 18) Drivers must be at least 16 years old. Driver's younger than 16 will be considered by track management on a case-by-case basis.
- 19) Purse money must be claimed the night of the race. Any prize money not picked up when the payoff window is closed that night will be forfeited. Pay window will close 1 hour after completion of last event.
- 20) Registration and drawing tables will be open until 6:30pm. Late entries must start at the rear of the field.
- 21) The start/finish line will extend through the deceleration/pit lane.
- 22) Race officials will act on any situation not specifically covered in these rules.
- 23) Drivers must attend the end of season Awards Celebration to receive their prize money and awards. In the event of an **emergency** a driver may send, their car owner, crewman in their place. This must be approved beforehand by track management. In the event a driver does not attend they will forfeit all prize money, but will receive awards at the first practice of the next season.

RULES OF CONDUCT

- 1) Disorderly conduct, profanity, and fighting will not be tolerated at the speedway.
- 2) Alcoholic beverages and illegal drugs are strictly prohibited in the infield area. Any person breaking this rule will be escorted off the premises by law enforcement personnel. NO MONEY (ENTRY OR ADMISSION) WILL BE REFUNDED.
- 3) Track management reserves the right to inspect all vehicles entering the infield.
- 4) Any driver or crew-member that drinks alcoholic beverages or uses illegal drugs before or during the race program will be suspended, fined and/or barred indefinitely. Second offenses may result in permanent suspension.
- 5) Any of the following actions by driver, crew members or owner may result in fines up to \$500, suspension or loss of up to 100 season points for the driver:
 - a. Crossing the track during the race program and/or approaching flag stand.
 - b. Causing a disturbance in a pit area other than your own. If you cause a disturbance in another teams pit area, you are automatically to be at fault.
 - c. Disorderly conduct or disrespectful conduct toward track officials.
 - d. Destruction of facility property.
 - e. Delay of the race program. Fighting or other malicious activity detrimental to human safety may result in a fine up to \$1,000 and any other punishment deemed necessary by management.
- 6) Drivers and car owners are responsible for the actions of their crew-members, families, sponsors, and anyone associated with the car. You can be fined and loss of points for their actions. Altercations of any type will result in immediate two race suspension and at least a \$500 fine. Keep them under control.
- 7) Possession of weapons on the speedway premises is strictly prohibited.
- 8) Fines and suspensions must be settled with track management before an individual will be allowed to return to the track.
- 9) One-year suspensions may be for an individual calendar year, or for the race season.

RACE CAR MAINTENANCE

- 1) Track officials will perform no work on race cars except visual inspection and pulling of minor sheet metal to insure that no sheet metal is rubbing on tires.
- 2) If only visual inspection is required, the driver may resume his position.
- 3) No work will be done on the track by pit crews except for pulling sheet metal away from tires. This may be done only at the top of turn one or on pit road. The driver may then resume his position.

- 4) Any other work on the car must be done in the pits. Any car entering the pits for repair must go to the rear of the field when returning to the track.

GENERAL SPECIFICATION FOR ALL CARS

- 1) All doors must be welded or bolted chaining allowed.
- 2) Body alterations limited to trimming for tire clearance will be allowed.
- 3) No convertibles, jeeps, or station wagons allowed.
- 4) All cars must qualify and start race with hood, fenders and doors in place.
- 5) All upholstery, except driver's seat, must be removed. All glass must be removed.
- 6) All clip-held body trim must be removed.
- 7) Roll bars must be installed front and rear. There must be four side collision bars on driver's side. Roll cages must be constructed of a minimum 1 1/2" O.D. boiler tubing, high-grade steel or chrome moly tubing. Galvanized pipe not allowed.
- 8) Each car should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system. All belts must have a date tag and be no more than four (4) years old. Seat belt restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- 9) Seat belt webbing that comes into contact with any sharp or unradiused metal edge should be protected from that edge by means 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.
- 10) It is the responsibility of the driver, not the Officials or the Promoter to ensure that his/her seat belt restraint system and all components are SFI approved, correctly installed, maintained and properly used.
- 11) Belts must be fastened to frame or roll cage. A five-point safety harness is highly recommended.
- 12) Front and rear bumpers must be standard OEM-type with no sharp edges. Track officials must approve any other bumper.
- 13) Car number must be displayed on each side, on top of car, and on right front visible from the front of car. Number size is minimum 18" on sides and top. Top number should be visible from the control tower when car is on front stretch. The Race Director may temporarily change car numbers to avoid duplication.
- 14) Gas lines must be routed safely away from driver.

- 15) Nitrous oxide systems are not allowed.
- 16) Turbochargers and superchargers are not allowed.
- 17) Firewalls required between driver and engine, and between driver and fuel tank. All firewall openings should be sealed. Exhaust should exit behind driver and the side of the car.
- 18) Solid floorboards are required.
- 19) Collapsible steering columns are recommended for safety purposes.
- 20) Batteries must be mounted securely under hood or in rear of car with approved straps. No rubber straps or plastic ties. Batteries may also be mounted inside driver's compartment if fully enclosed and securely strapped.
- 21) Battery disconnect switch should be located near driver, within easy reach of safety personnel.
- 22) All cars must have a track-approved drive shaft bracket. Bracket should be of steel at least 2" wide by 1/4" thick, and should be located in the front 25% of the drive shaft.
- 23) Drive shafts must be painted white.
- 24) All cars must have window nets or metal driver seat with five point harness and headrest on both sides.
- 25) All cars must have a tow chain or eyebolt front and rear.
- 26) All cars must go through tech inspection upon first appearance at the speedway. If car does not pass, the driver or owner will be informed of the problem. At the discretion of the tech official, cars that do not pass inspection may be allowed to compete one time only. At no time will an unsafe car be allowed on the track.
- 27) Track officials have the right to inspect any race car at any time. Unsafe race cars may be disqualified at any time.
- 28) All cars must have a properly charged and secured fire extinguisher or fire extinguishing system within easy reach of the driver.
- 29) Approved racing seats are required. Seats must be secured to brackets attached to roll cage or chassis.
- 30) Items not specifically listed in the rules will be enforced at the discretion of the tech inspector. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.
- 31) Hot laps will be combined with qualifying on some nights to keep the race program on schedule.

- 32) All cars must report to the starting grid when called. Cars reporting late may be required to start in the rear of the field.
- 33) Any driver changes after sign-in must be reported to track officials before race starts. Failure to report such change may result in disqualification, suspension and forfeiture of winnings.
- 34) All competitors must leave the infield area when infield lights are turned off.
- 35) Tech inspectors may request that sheet metal be replaced for safety reasons.
- 36) Each driver must wear a fire resistant uniform meeting the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- 37) Each driver must wear fire resistant accessories that effectively cover the remaining parts of the body. Shoes and gloves should meet the SFI 3.3 specification and display a valid SFI.3label.
- 38) Anyone receiving injuries while at the speedway must report the injuries to the race director before leaving the facility.
- 39) All ballast weights must be painted white with car number, division and driver number shown on weight. Anyone who loses a weight on the track may be subject to a \$50 fine.

RACING PROCEDURES

- 1) All cars will enter track at turn 2 and exit the track at turn 4 only.
- 2) If a driver wins three races in a row, that driver will draw a pill between 3-8 after qualifying to determine starting position for the next regular event. If the next event is a special money event, it will carry over to the next regular points event if the driver wins again. The driver will continue to draw a pill for starting position until there is a new winner.
- 3) Heat Racing will be implemented on a rotating basis throughout the season
- 4) Cars may be black-flagged for the following:
 - a. Driving in a hazardous manner on the track or in the infield.
 - b. Disregarding a "passing" or "move over" flag two times.
 - c. Being involved in two cautions.
 - d. Interfering with the race or causing a hazardous condition while leaving the pits.
 - e. Refusing to go to the rear or assume correct lineup position after a caution.
 - f. Stopping at the flag stand during the race for reasons other than information about track conditions or position.
 - g. Failing to maintain sufficient speed to race safely.
- 5) A car's laps will not be counted after two laps under the black flag for that car.
- 6) Any car causing a caution will go to the rear of the field. Races will be stopped for safety reasons only. After a caution, cars will line up according to the last completed, scored lap. The field will be given two laps after the caution to assume the correct lineup

- 7) If two cars spin out together under racing conditions, both cars must go to the rear. If a car is not involved in a wreck but spins to avoid without making contact, that car may keep their position.
- 8) Under a red flag, cars are to return to the flag stand or designated spot by race director and come to a stop. Any car that enters the pit under a red flag will go to the rear of the field.
- 9) If a crew member goes onto the track to work on a wrecked car or assist a driver in any way other than in the designated area on pit road or the top of turn 1, that car will be black flagged and sent to the pits. 1 crew member per car under yellow flag. If a crew member goes onto the track to start an altercation, the crew member and driver will be suspended and/or fined. STAY OFF THE TRACK!!! STAY BEHIND THE BARRIERS!!!
- 10) If a driver gets out of their car on the race track, they will be disqualified. This rule does not apply if there is a safety issue.
- 11) No one is allowed on the track under red flag conditions.
- 12) Any car, which intentionally delays the race or causes a caution, will go to the rear of the field and may be disqualified at the discretion of the race director.
- 13) In the event of an exact tie at finish line based upon electronic scoring, the car on the inside at the finish line will be declared the winner.

SCORING PROCEDURES and FLAG RULES

1. All drivers must be prepared to compete in the event for which they are scheduled. If a car is not in position when the division pulls from the staging area, they will be relegated to the rear of the field.
2. You must run in the heat race or group that you are assigned on the race line-up. No changing heats or groups. Penalty for infraction of this rule – start in the rear for the feature or consi.
3. Spinning out during group qualifying will result in loss of a lap time.
4. The flagman will determine initial start. The flagman will allow two attempts at a double-file start. After two attempts, the first and second row will be inverted for the third attempt. After the third attempt a single-file start will be used. All cars will race back to the flag on the first lap unless the racing groove is blocked. On the last lap if a caution comes out, the race will restart with a green/white and then checkered. Any car or cars bringing out the caution will be placed in the rear of the field. Any cars that go to the pit area will be placed at the rear of the field.
5. Any car that jumps the initial start of the race will be moved back one row. Any car lagging back to get a run will be moved back one row. (No warnings) The flagman starts the race on the initial start.
6. On a re-start, the leader may fire between the stoplight in turn 3 and the stoplight in turn 4. The leader must maintain a constant pace at a reasonable speed. No brake checking. On a re-start, you may

not pass on the inside before a designated line. (The chalk line/red stripe on outside wall) Beyond this point, you may pass upon the leader firing or green flag and green light being displayed.

7. If a car jumps a re-start, it will be penalized one lap unless it gives up the position before the scoring line. This will be stated over the receiver.

8. All cars bringing out the caution flag will be sent to the rear of the field. When the caution is called, slow down, hold your position and come around for the remainder of the field to be scored.

9. Any car that intentionally spins another car on the last lap of the feature will be placed behind that car in the final payoff and or disqualified.

10. Any car that spins or slows to avoid hitting a spinning car will go back to its original position. It will be stated over the receiver the one or ones being accessed the caution.

11. Any car that brings out two unassisted cautions will be sent to the pits.

12. Any car that brings out three total cautions will be sent to the pits.

13. Any car that can't maintain a reasonable speed will be sent to the pits.

15. Lapped cars will go to the rear of the field.

16. Caution laps will not be counted.

17. We will count the last completed lap by the leader for scoring. Once the leader has crossed the scoring line and caution is accessed, others not having crossed the line will be given that lap as they cross the scoring line. If you go to your pits without crossing the scoring line, you will not be scored that lap. Scoring will be based on your position when caution came out.

18. Any car that receives the black flag will no longer be scored. If a car is ruled to be a danger, the race will be stopped and the car will be forced to the pits. This will be stated over the receiver.

19. Cars receiving the move over flag need to adhere to this flag. This means to allow the leaders room to pass. If you are running at the top, stay there. Hold your line.

20. If a driver is not registered 10 minutes prior the start of the driver's meeting. They will start in the rear. Register upon arriving at the track.

21. Westhold transponders (yellow) will be required. It is the responsibility of each driver to register the transponder with the scoring tower and verify it is working properly.

22. Any car on the lead lap with a flat tire will be given two laps from the time the car enters the pit to repair the tire. Courtesy laps for flat tire are awarded once per race. Cars going into the pits for any reason will go to the rear of the field.

Track officials will use flags for the purpose of providing the drivers with information. Lights may be used in addition to flags. Any car that gains a position prior to the display of any green flag will cause a restart and will be placed in the rear of the field.

GREEN FLAG (Start of the race) – In all races, each car must remain in assigned starting position, and the No. 2 qualifier must not beat the No. 1 qualifier to the dropping of the green flag.

YELLOW FLAG (Caution) – The yellow flag signifies caution on the track. All cars are to slow down and maintain their position with respect to the other cars on the track. In all regulation events, laps run under caution will not be counted toward the total laps allowed for that race except on the last lap. Any driver who leaves the track while the race is under caution, may go into the pits and return to the track without losing a lap, but must go to the rear of the field. When the yellow flag is displayed, cars will be placed in the position they held on the last lap completed prior to the caution.

RED FLAG (Danger – Stop Immediately) - The red flag shall be used when the track is judged unsafe for racing to continue. All cars must stop immediately, regardless of position on the track, and must remain stopped until directed by a track official. Track officials only, are allowed on the track during red flag condition.

BLUE FLAG with DIAGONAL STRIPE (Move Over) – The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the car being signaled, and that car should move to the bottom of the track. If a driver receives the move-over flag on three consecutive laps and does not yield to faster traffic, he will be black-flagged.

BLACK FLAG (Report to Pits Immediately) - The black flag indicates that your car is creating a potentially hazardous condition on the track, or that you are violating a track rule, procedure or a directive from a track official. If a black-flagged car fails to heed the flag for two laps. Scoring for that car will discontinue until the flagman gives further notice. Penalties for ignoring the black flag will range from one lap to disqualification, at the discretion of the race director. When a black- flagged car enters the pits, he will be directed by the pit steward as to the reason for the black flag and the appropriate actions to be taken. If the car is able to return to the track, scoring for that car will resume at that time.

WHITE FLAG (One Lap Remaining) – The white flag will be displayed when the leader has started the last lap of the race. No car may receive any assistance after the white flag has been displayed.

CHECKERED FLAG (End of Race) – The checkered flag will be displayed at the completion of the race. When the checkered flag is given to the leader, the remainder of the field receives the flag in the same lap. Upon entering the infield area, the top three finishes in any feature must go immediately and directly to the scale house to be weighed. Failure to go directly to the scales will result in disqualification.

PROTEST RULES

- 1) Only the driver or car owner may protest and protests are limited to the top 3 finishers in each division.
- 2) To protest a car, you must finish behind that car.

- 3) The technical inspector must receive protest and protest money at the scale house immediately after the race. The protest must be accepted or declined by the protested team within five minutes of the filing of the protest.
- 4) Visual protests (those requiring no disassembly or removal of parts) must be made to the tech inspector before qualifying. Only one visual protest per team, per night. The visual protest fee is \$25, which is retained by the track.
- 5) Protested car must go immediately to the protest area. If the protested driver does not accept the protest, he forfeits all points and purse money for the night, and the protester will be refunded all of the protest money.
- 6) Protest area will be off limits to all but track personnel and two team members from both the protester and protested. If any conflict arises during the protest the protest will be cancelled by the track and the party that caused the conflict will forfeit the protest and lose the money. After a part (or parts) are ready for inspection, the tech inspector and one representative from both the protester and protested will be allowed to witness the inspection. The tech inspector's decision at this time is final.
- 7) All protests which require a volume inspection (cubic inches or cubic centimeters) must be ready for inspection within 60 minutes from the time the protest is posted.
- 8) Cars found to be illegal will cause forfeiture of points and purse money earned that evening.
- 9) Once the protest is filed with the track official, it may not be rescinded unless all parties involved agree.
- 10) Only one protest, per division, per night allowed. There will be an equal tear down in all protest. Both parties put up equal money and show equal parts. Inspection will be part for part until tech inspectors are satisfied.
- 11) Cars found illegal more than one time, will lose 100 points in addition to the penalties previously described.

PROTEST FEES:

Division Protested Car / Protester

Late Model \$400 / \$400

Super Street \$350 / \$350

Modified \$350 / \$350

Pure Stock (\$300 / \$300 top end) (\$250 / \$250 bottom end)

U-Cars (\$200 / \$200 top end) (\$200 / \$200 bottom end)

Tire protest \$125 per tire / \$125 per tire...No tire protest money is refunded

If a protested car is found to be illegal, he forfeits his fee, and the protester is refunded his fee. If a protested car is found to be legal, he is refunded his fee, and the protester forfeits his fee. For example, a Late Model protest would go as follows: If the protested car is found to be illegal, he loses his \$200 fee

(which the track retains), and the protester is refunded his \$400. If the protested car is found to be legal he is refunded his 200.00 and the protester loses his 400.00. The track will retain 50% and the balance will go to the protested car.

Late Model Rules

Body

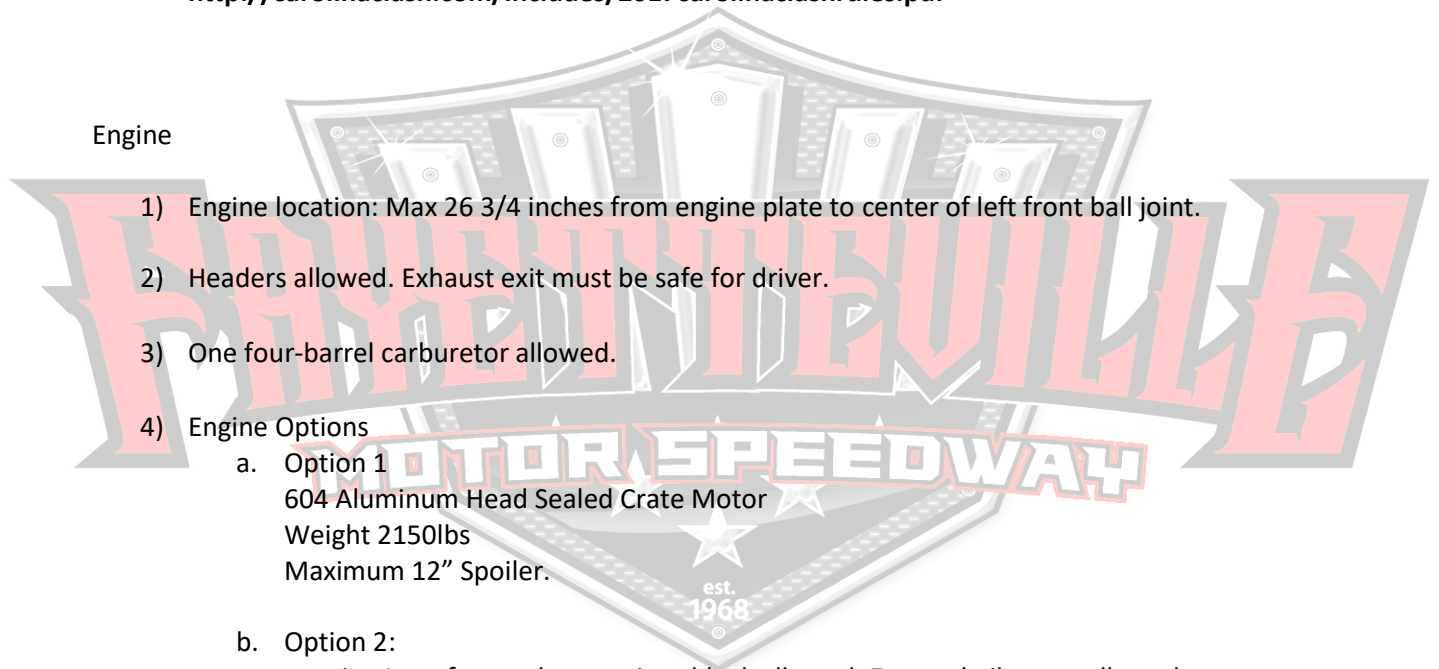
- 1) See Carolina Clash Rules for specifications.
- 2) <http://carolinaclash.com/Includes/2017carolinaclashrules.pdf>

Chassis/Suspension

- 1) See Carolina Clash Rules for specifications.
<http://carolinaclash.com/Includes/2017carolinaclashrules.pdf>

Engine

- 1) Engine location: Max 26 3/4 inches from engine plate to center of left front ball joint.
- 2) Headers allowed. Exhaust exit must be safe for driver.
- 3) One four-barrel carburetor allowed.
- 4) Engine Options
 - a. Option 1
604 Aluminum Head Sealed Crate Motor
Weight 2150lbs
Maximum 12" Spoiler.
 - b. Option 2:
 - i. Any aftermarket cast iron block allowed. External oil pump allowed.
 - ii. 365 cubic inch maximum.
 - iii. Any flat top pistons allowed.
 - iv. No titanium or other exotic material, crankshafts or connecting rods allowed. Steel rods and crankshafts are the only acceptable material. There must be an inspection hole, minimum 1-inch diameter, in the oil pan for rod & crank inspection. No inspection hole means that the team concerned must be prepared to pull the oil pan to allow checking by the Inspector. Refusal to comply with all reasonable inspection requests will cause the car to be deemed illegal and disqualified.
 - v. Any cast iron head with Factory valve to piston angle. (Example 23 degree heads on GM products)(20 degree heads on Ford products, except for Ford Racing – Sportsman #M-6049-N-351).
 - vi. May run aluminum factory angle heads but must bolt **25 pounds** in front of the engine-plate.



- vii. Rocker studs may be pinned or screw-in type with push rod guide plates. Shaft Rockers allowed Poly lock-nuts allowed. Valve Springs Optional. Roller rockers allowed.
- viii. Heads may be angle milled. Valve to piston angle cannot be changed more than 3 degrees from factory angle. No raised runner heads. Intake floor cannot exceed 3/8" from fire deck at entrance of the intake port. Maximum valve sizes allowed: 2.08 in. intake, 1.625 in. exhaust. Porting and polishing of heads and intake are allowed. Titanium valves allowed.
- ix. Any flat-tappet cam – Minimum weight 2300lbs.
- x. Any roller cam – Minimum weight 2400lbs with a maximum 8 inch spoiler.

c. Option 3

- i. GM CT525 Sealed Crate Engine
- ii. **Weight 2300lbs**

d. Option 4

- i. Brodix SUPR "Spec" Head Engine (Refer to Carolina Speedway rules.)
<http://carolinaspeedway.net/wp-content/uploads/2013/04/Late-Model.pdf>
- ii. Weight 2400lbs.

Fuel System

- 2) Refer to Carolina Clash Rules for specifications.
<http://carolinaclash.com/Includes/2017carolinaclashrules.pdf>

Drivetrain

- 3) Refer to Carolina Clash Rules for specifications.
<http://carolinaclash.com/Includes/2017carolinaclashrules.pdf>

Weights

- 1) All weights are after race with driver and must be displayed on driver's A-pillar.

Wheels and Tires

- 1) American Racer SD48. SD44 for GM 602 and GM 604 crate engines only.
- 2) OPTION: RIGHT REAR ONLY American Racer MD53 or MD56.
- 3) Hoosier 1350. 1300 for GM 602 and GM 604 crate engines only.
- 4) OPTION: RIGHT REAR ONLY Hoosier 1450, 1600, or harder.
- 5) Cut and/or sipe ok. No treating of tires.

Safety

- 1) Cars must have driver side window net or full containment racing seat with 5point harness.

- 2) No radios or mirrors allowed. Must use Receivers.

Modified Rules

<http://www.dirtcarump.com/rules/modified-rules/>

SportMod Rules

<http://secaracing.com/Includes/2018modifiedrulebook.pdf>

Renegade Rules

Body

- 1) Any full or midsized American made car, 1960 or later. No trucks, vans, convertibles, t-tops, 4wd, or station wagons.
- 2) ALL Cars must weigh 3200lbs after race.
- 3) Front inner fenders may be removed. Front and rear outer wheel opening may be cut for tire clearance only. Trunk floors may be removed. Frames may be replaced with tubing behind rear axle for crash damage.
- 4) Fabricated front fenders, doors, hood and rear fenders are allowed but must remain stock appearing. I.e. no flat sides must have some type of body lines and creases. Roof and trunk may be fabricated.
- 5) Boxed interiors allowed. Entire floor pan and firewalls must be in place. Stock firewall may be replaced but must be in stock location and be of like stock thickness. Any holes shall be covered with metal for driver safety.
- 6) A firewall must be added to separate driver from fuel cell/fuel tank.
- 7) Roll cage and its bars may extend through front and rear firewalls. Frame connectors allowed. NASCAR style door bars on drivers side mandatory.
- 8) Racing seat, racing belts and a fire extinguisher mandatory.
- 9) Back of body must be closed in with 12" panel or more. Panel must reach to bumper. Panel must be securely attached at top and both sides allowing no air to escape.
- 10) Rear spoiler of 5 inches by 66 inches max mounted to trunk lid. Stock Camaro may run 8" spoiler. No side spoilers. Straps of one-inch max allowed supporting spoiler.
- 11) Windshield must be removed, must have three bars to protect driver. All other windows must be removed; rear quarter windows may be replaced with metal or plastic.
- 12) STOCK APPEARING aftermarket front and rear bumper covers allowed. NO dirt late model noses allowed. Front noses must not be "laid" back excessively. If rear cover is not used must have **factory type rear bumper**. FULL STOCK APPEARING BUMPER COVER GETS 75LB WEIGHT BREAK
- 13) All weight if added must be white with car number on them. Car weight must be displayed on left front fender.
- 14) Body must not exceed 74" at the widest point. Spoiler deck cannot exceed 72" at the rear of the car.

Chassis/Suspension

- 1) Chassis/suspension mountings must remain as car designed (OEM).
- 2) Suspension components may be interchanged in manufacturer's line. No modifications allowed except for ball joint and bushing installation.
- 3) Upper control arms may be replaced with aftermarket units, all other components must be stock and bolt into stock mounts. Aftermarket bushing and ball joints may be used.
- 4) Stock type shocks bolted in stock position must be used. No coil springs attached to shocks except OEM McPherson struts.
- 5) Springs must attach in stock position. Aftermarket springs ok. Must be steel.
- 6) No screw jacks or wedge bolts allowed. Shims, spring rubbers, and adjustable buckets allowed.
- 7) Adjustable shackles and lowering blocks allowed.
- 8) Steering column may be changed in part or whole assemblies. Quick release hub recommended.

Engine

- 1) 365 CI maximum cast iron V8 engine. Must be factory production over boring allowed. Engine may be deburred for oil flow. No dry sump or lightening allowed.
- 2) Engine internals may be balanced, but no stroking or destroking. Stock crankshaft and rods. May run replacement assemblies, no lightweights.
- 3) Cast iron intake only allowed. No porting or polishing of intake of any kind allowed. May be milled to fit, one gasket per side.
- 4) Stock replacement flat tappet hydraulic lifters only, must be able to compress lifter after race without removal of any internal parts. Stock diameter valve springs, retainers and valves, must be steel. Roller rockers, polylocks, screw in studs and guide plates allowed. No stud girdles or aftermarket shaft rockers allowed.
- 5) Pistons must be OEM type, flat top.
- 6) Factory production cast iron head, no Bowtie, Vortec, or angle plug on GM. Acceptable replacement heads, Enginequest part # 350i and CH318a, World Product part # 4361 and 5303. 1.94 maximum intake valve. No porting or polishing of any kind. Stock valve size, ie 1.94 intake 1.5 exhaust max on SBC.
- 7) 2101 Aluminum intake allowed.
- 8) Engine externals are all-open, i.e. pumps, hoses, pulleys, brackets, oil pan, etc. Radiator and headers may also be aftermarket.
- 9) #1 spark plug 1.25 inches in front of corresponding ball joint. No notching of frame for clearance.
- 10) 602 Sealed Crate motors allowed.

Fuel System

- 1) No electric fuel pumps allowed.
- 2) Fuel cell recommended. If stock tank used must be protector from rear with bars and be secured with a minimum of two 1 inch straps. Protected fuel lines and metal filters recommended.
- 3) Gasoline only. No alcohol.
- 4) Single 2 barrel carburetor, factory stock or 500cfm 2 bbl. Choke components may be removed but not horn. No spacers, a 1inch max adaptor only allowed. No stacking of gaskets allowed.
- 5) Two throttle return springs required.
- 6) Aftermarket pedal with toe hook recommended. Cable operated throttle strongly discouraged.

Drivetrain

- 1) Engine and transmission must match i.e.; GM-GM etc.
- 2) Flywheel and clutch must be stock diameter, no lightening. No aluminum.
- 3) Steel scatter shield bell housing must be used except automatic transmission must run safety blanket. A minimum 2 inch hole must be in bell housing for inspection of clutch.
- 4) Transmission must have working reverse.
- 5) Automatic transmission allowed. Coolers and or lines must be safe for driver. Must use Safety Blanket.
- 6) Differential may be locked. Rear disc brakes and floater type rear-end allowed for safety.
- 7) Steel driveshaft painted white, with safety loop installed for safety.
- 8) Hydraulic release bearing and pedal ok. Aftermarket brake pedal and master cylinders allowed. No brake adjusters allowed.

Electrical System

- 1) Wiring, switches, and gauges open.
- 2) Starters open must mount in stock location. Ford type relays recommended for all.
- 3) Stock type ignition, i.e. no MSD ignition boxes.
- 4) Battery may be relocated but must be securely mounted, separated from driver and located inside the body.

Wheels and Tires

- 1) 8-inch wide max tires. DOT or OWM tires allowed.
- 2) Hoosier M30 tires only
- 3) Cut and/or sipe ok, no treating, prepping, softening of tires.
- 4) Large wheel studs allowed.
- 5) Any steel wheel allowed. Maximum 10".

Safety

- 1) No radios or mirrors allowed. Must use Receivers.
- 2) All cars must have driver's side window net.

Limited Sportsman Rules

Body

- 1) Any full or midsized American made car, 1960 or later.
- 2) Firewalls and floor may be replaced but must be made of metal. Decking may cover area beside driver and extend to rear of car.
- 3) Stock appearing bumpers -- front and rear. Front and rear bumper bars are recommended. Rear bumper bars must not extend past the centerline of tires and must be capped and sharp edges must be grounded off. You may run an aftermarket front nosepiece.
- 4) Back of body must be closed in, to with a panel of no less than 8 inches. Panel must be securely attached at top and both sides allowing no air to escape.

- 5) Rear spoiler max. 12" tall x 72" wide overall may be used. May be mounted using a hinge or bent lip. The part attached to decking/ trunk is not included in overall dimension. 3 spoiler supports allowed measuring 12" tall x 24" long max, shaped like a Late Model spoiler side.
- 6) Body/nose does not have to match engine/ chassis used.
- 7) Minimum weight with driver after race 2850lbs for all cars. 50lb weight break for stock appearing bumper cover. 50lb weight break for stock appearing nose.
- 8) All weight if added must be white with car number on them.

Chassis/Suspension

- 1) 1960 or later rear wheel drive car frame/unibody. Stock frame may be replaced behind rear-end with tubing. Frame connectors allowed.
- 2) Stock clip tube rear cars must use leaf spring rear suspension. Stock clip must extend from the firewall forward to the most forward suspension/steering component. Engine does not have to match clip used.
- 3) Stock lower control arms must be used, but may be modified for stronger ball joints and or relocation of shocks.
- 4) Suspension bushing may be aftermarket. No adding of non-stock components.
- 5) Steering components may be changed in part or whole assemblies. Quick release hub recommended. Rack and pinion ok.
- 6) Spindles may change, aftermarket rotors ok. Aftermarket pedal assembly and wide 5 hubs OK.
- 7) Upper control arms and mounting may be changed.
- 8) Screw jacks allowed on all springs. Leaf springs may use shackles, lowering blocks, and/or sliders. Replacement coil springs must be 4.5-inch min outside diameter. Leaf springs may be composite.
- 9) Shock allowed in any position. No canister/chargeable or adjustable shocks. No coil-over's. 1 per wheel max, 4 total.

Engine

- 1) 365 ci max. cast iron V8 engine. Engine may be deburred for oil flow and prepped for racing. No dry sump or lightening allowed.
- 2) Any cast iron block Chevrolet to Chevrolet, Ford to Ford. No aluminum blocks. Stock type aftermarket blocks allowed. **No LS blocks**
- 3) Engine externals are all open, i.e. pumps, hoses, pulleys, brackets, oil pan, etc. Radiator and headers may also be aftermarket.
- 4) Aluminum Intakes allowed. No porting or polishing of intake of any kind allowed. May be milled to fit, one gasket per side. **Spot Deburring from factory allowed and will be determined legal or illegal at the discretion of techman.**
- 5) Flat tappet lifters only. Any valve spring, retainers and valves must be steel. Roller rockers, polylocks and screw in studs and guide plates allowed. No aftermarket shaft rockers allowed. Stud girdles are allowed.
- 6) Any steel crank and rod combination. Any dish or flattop pistons no dome.
- 7) Any production cast iron head except no bowtie on Chevrolet. May angle mill the heads, must be with-in three degrees of factory stock. No cutting inside the valve pocket. May match port the intake runners ½" maximum. No porting or polishing of ports. Heads may be machined for installation of larger valves, springs, and screw in studs. 2.02 intake and 1.6 exhaust valves max.

- 8) Aftermarket heads allowed are the GM SR TORNER #042660, Dart #10320010P or #10310010P, or World Products Sportsman II #011250 or #011150. Engine Quest CH3501, 318a, 5303. May angle mill the heads, must be with-in three degrees of factory stock. No cutting inside the valve pocket. May match port the intake runners ½” maximum. For Dart and World Products heads must add 100lbs.
- 9) Engine must be located with #1 spark plug in front of or lined up with corresponding ball joint.

Fuel System

- 1) Manual fuel pump or belt drive fuel pump allowed. No electric fuel pumps allowed.
- 2) Fuel cell mandatory. Protected fuel lines and metal filters recommended.
- 3) Gasoline only. No alcohol.
- 4) Single 4 barrel carburetor. No spacers, a 1” max adaptor only allowed for 2 bbl. No stacking of gaskets allowed.
- 5) Two-throttle return springs required.
- 6) Aftermarket pedal with toe hook recommended. Cable operated throttle strongly discouraged.

Drivetrain

- 1) Engine and transmission must match i.e. GM-GM etc.
- 2) Flywheel must be steel. Hydraulic release bearing allowed.
- 3) Mini clutches allowed.
- 4) Transmission must have working reverse.
- 5) Automatic transmission allowed. Coolers and or lines must be safe for driver. Must use Safety Blanket.
- 6) Rear-end must be an all steel housing, any brand. GN or wide 5 ok. A magnetic steel tube quick-change rear-end will be permitted.
- 7) Driveshaft painted white.
- 8) All Manual transmissions must use steel safety bell housing with an inspection hole of at least 2” to inspect clutch assembly.
- 9) Bert, Brinn transmission or equal allowed.
- 10) Reverse mount starters allowed

Electrical System

- 1) Wiring, switches, and gauges open.
- 2) Starters open must mount in stock location. Ford type relays recommended for all.
- 3) Ignition system open except no magnetos or crank fire ignition.
- 4) Battery must be located and secured safe for driver.

Wheels and Tires

- 1) American Racer SD 48.
- 2) OPTION: RIGHT REAR ONLY American Racer MD 53 or MD 56.
- 3) Hoosier 1350.
- 4) OPTION: RIGHT REAR ONLY Hoosier 1450, 1600, or harder.
- 5) Cut and/or sipe ok. No treating, prepping, softening of tires.
- 6) Large wheel studs allowed.

7) Any 10" max wide steel wheel allowed.

Safety

- 1) No radios allowed.
- 2) Must use Receivers.
- 3) All cars must have driver's side window net or metal racing seat with 5 point harness with head rest on both sides.

Stingerz Rules

See <http://www.scdra.net/rules.htm#section3>

