

2016 RULES AND SPECIFICATIONS

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events and by participation in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Rules and regulations, if not covered herein, will be interpreted by management or designated officials and their resulting decisions will be final.

The Management of Anderson Speedway - Action Entertainment, Inc.

These rules are effective January 1, 2016 and supersede all previous rules.

The Management of Anderson Speedway Reserves the Right to Change the Rules as They Deem Necessary to Ensure Fair and Competitive Racing. Rule changes will be posted on the Anderson Speedway website.

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GENERAL RULES

(for all Owners, Drivers and Crew Members)

The following are rules that apply to all car owners, drivers, pit crewmembers and all other persons in the pits, track and infield area at any event organized by Speedway Management. These rules apply to all divisions unless otherwise stated in the specific rules of the division.

1. An owner or their representative **MUST** report to the scorer upon entering the pits, to report the car # and driver for each division for the night's events. An event is considered to start at the time a car and/or driver enters pits prior to practice. Failure to report may result in disqualification and/or the loss of points and money for the night's events. A car owner must run the same car for the entire event to earn points and purse. Any car, driver or number change must be reported to the race director and/or scorer before the start of the race and that car will then start on the tail of the feature race and the tail of the fast heats. An owner may only place his car number on another vehicle during the course of an event if his scheduled driver drives the car in that event. Driver points will go to the driver of record at the start of the feature.
2. A car may be used in only one division per night, except where special exceptions are made by management.
3. A driver may compete in a maximum of two races per event, except on specially designated races announced by management prior to the event.
4. **When transponders are used for scoring, it is mandatory the all transponders be affixed to the vehicles properly and with an approved transponder bracket. Failure to do so will result in a minimum \$100 fine and possible disqualification. Car owners are responsible for proper care and damage to transponders. Transponders should be on race cars before entering race track.**
5. The registered owner and/or driver of a car must be present and compete. Absence of a registered owner and/or driver to compete in their own vehicle for more than two weeks will result in loss of all points earned for their team for the weeks they were not present. Management may waive this rule with prior consent and good cause.
6. Standard driver's meetings will be held immediately following the night's qualifying or at a designated time by the race director.
7. Practice or hot laps will not be permitted on the track until all necessary safety equipment arrives for the event.
8. Cars will be not be permitted to drive around the pits for warming up engines, etc.
9. Management or designated track officials will be the final judge on the ability and performance of drivers, their conduct and actions, and the safety and compliance with the technical specification of all cars.
10. All drivers must be 18 years of age unless they receive prior approval from the Speedway management. Pit crewmembers must be at least 14 years of age. (Exceptions to these guidelines must be approved by Management.) No person under 18 years of age, without a parent waiver form completed, will be allowed to enter the pits, track, or infield area. All drivers, owners, pit crews, race officials, wrecker crews, ambulance crews and all other working or visiting persons shall sign a liability release and waiver form before entering the pit area. All persons who choose to enter the pits must have a visible and valid pit pass before they will be allowed to enter or remain in the pits, track or infield area. **No Exceptions!**
11. Drivers will not be permitted on the track without safety equipment properly secured in position. Safety equipment shall include, but is not limited to, window net, helmet, seat belt and shoulder harness, neck restraints, fire extinguisher in-car and complete, approved fire suit.
12. Technical officials have the right to inspect and approve cars for compliance with technical specifications, track rules and safety equipment requirements. Violation of the rules outlined in this rulebook and/or unsportsmanlike conduct may result in the disqualification of the car, driver and owner and a suspension for a minimum of two weeks of applicable point's events, a fine and/or the loss of all accumulated points and purse money for that night. In addition, **fighting and/or use of a race vehicle as a weapon will result in an automatic fine, point sanctions and possible suspension.** Subsequent infraction by the same individuals or team will result in substantially greater penalties which may include suspension for the balance of the racing season or permanently, loss of all accumulated points, point fund monies and purse monies for the year. All fines must be paid before the penalized party may compete.
13. Suspensions may include the car, car #, driver, owner or crew members associated with the party who engages in conduct, actions and behavior which is deemed to be detrimental, harmful, damaging or threatening to other participants, drivers, car owners, crew members, officials or spectators. An individual or entire crew may be suspended with the decision of management being final. **All car owners are responsible for their driver, crewmembers and guests, and may face suspension of their entire team based on the actions of one crewmember. Unsportsmanlike conduct will not be tolerated at Anderson Speedway!**
14. Any person who assaults or threatens to do bodily harm to any other person will be deemed to be in violation of these track rules and may face penalties as outlined above. **Fighting or verbal abuse of track officials is a definite violation of these rules** and those deemed to be in violation will also face penalties as outlined above.
15. All participants who have purchased a membership license and/or pit pass, agree and affirm that they have read and fully understand these rules, regulations and car specifications as published by Action Entertainment, Inc. d/b/a Anderson Speedway and that they accept, agree to follow and abide by all of these rules and regulations. In the event they should violate any of these rules, either knowingly or unknowingly, they fully accept the consequences and understand that the decision of the management or designated track officials are final and in compliance with these rules and regulations. Anyone who does not wish to accept, comply with or follow these rules is able and free to withdraw their car from competition at any time and remove it immediately from Anderson Speedway property.
16. All persons purchasing a pit pass fully understand and agree that all participants at Anderson Speedway must comply with these rules and regulations and that by purchasing a pit pass and/or membership they freely and voluntarily choose to accept these rules and to participate in the race program at Anderson Speedway. Their voluntary and knowing participation in the racing program does not grant to the participant any property rights, interest, right or privilege to participate in future racing events. There is no obligation or requirement that Anderson Speedway allows a disqualified car, owner, driver, crewman or any other participant to continue to participate in a racing program or any future event. A determination that a violation of these rules and regulations has occurred is the sole discretion and best judgment of the management, track officials or tech committee.
17. No person holding rights to enter the pit area may drink intoxicating liquors or have alcohol in their system. Infractions of this rule will be immediately reported to track officials and said person or persons may be subject to a fine, suspension from the track for two weeks and loss of all accumulated points. Absolutely no alcohol is allowed to be consumed in the pits before or during racing activities.
18. A person holding rights to enter the pit area, who is under a licensed physician's care and taking prescribed medication which may alter the person's ability to compete or may affect their safety in the pit area, may not compete or enter the pit area.. Anyone taking such prescribed medication must report this to management before entering the pit area.
19. Technical infractions will be subject to sanctions imposed by the Technical Director or Management and may range from immediate correction of the problem, additional weight to the car, other equalizing adjustments or disqualification.
20. Track officials may inspect any car or cars for any reason or purpose they deem necessary, at any time.
21. The purse of any disqualified driver will be paid to the next position and all the other cars will move up one position. Only cars disqualified for technical reasons will be allowed to retain their perfect show status, where applicable.
22. Any technical protest must be made by the car owner or driver competing in the same division and must be submitted in writing prior to the feature event. The written protest must specify, in detail, a single, specific part or rule in violation and must be a performance enhancing part protest, specifically engine, drive train or direct suspension, and be delivered to the chief technical inspector, race director or track management and be accompanied by \$150 cash (\$100 car owner, \$50 Speedway). Management reserves the right to decline any protest for any reason. Petty protests will not be considered.

23. Anderson Speedway management reserves the right to tear down any engine. If the engine checks legal, the track will pay the car owner \$80 if heads are removed and \$25 if only the intake is removed.
24. Any part that is found to be illegal or questionable by Speedway officials can be immediately confiscated and become the permanent possession of the Speedway. (If you don't want to lose the part, don't bring it to the track)
25. The speed limit in the pit area is 5 mph. Disciplinary actions will be taken against those in violation of the this.
26. No person shall be permitted in the infield or on the ramps at anytime unless otherwise specified by management.
27. Any driver, owner or crewmember that makes a legal claim against Action Entertainment, Inc. or their employees for any reason whatsoever, and loses, will not be permitted on Speedway grounds until further notice.
28. Mirrors, radio or crew communication (including from the grandstand areas) will not be permitted unless otherwise approved by the race director or in the rules for the specific division..
29. All prize monies will be paid by check and mailed to the owner the following week. Checks must be cashed immediately and will be void with no recourse after 60 days. There is a \$25 charge for any check that is reissued.
30. Cars which, deemed by management, are not present to legitimately compete, will not receive any points or purse for that event. Starting a car in the feature with no intent to be competitive and only to earn starting money or points will not be tolerated.
31. All participants, including but not limited to, car owners, drivers, mechanics and pit crews agree, consent to and understand that they must abide by all of the terms, rules and requirements of these rules and all other rules and requirements contained in this rule book and the rules of the Speedway, whether in writing, distributed individually or posted in a designated location at the race track or verbally delivered by the officials of the Speedway.
32. Any reference to "cars" also applies to all divisions.

RACING PROCEDURE RULES

The following are the track rules that apply to all divisions unless otherwise stated in the driver's meeting.

1. Management or designated officials will determine the number of cars to run in each event.
2. Drivers must be staged in the staging lane off turn 3 prior to the start of their race and it is their obligation to be there at the appropriate time based on where they start in the line-up. Drivers are expected to know where their starting position is prior to arriving at the staging area. Late drivers may be forced to start at the tail of the field at the discretion of the race director.
3. When 2 laps are given in qualifying, once the green flag is taken, that lap will count as a qualifying lap regardless of problems during qualifying. When 1 lap is given in qualifying, a driver that spins or has a major mechanical failure during his qualifying run, may make another attempt, but loses all points from qualifying and is not eligible for the inversion.
4. A car must run in its heat race to keep its feature starting position. Failure to run the designated heat race will result in starting on the tail of the feature.
5. On starts and restarts, no passing may be done until the green flag is displayed. When the green flag is displayed, passing may be done anywhere on the track. Cars must maintain their positions until the green flag is displayed "When its green...it's green all over".
6. There will be no racing back to the caution once the yellow has been displayed. Scoring will revert to the last scored lap where at least half the field has completed the lap (at the discretion of the race director & scorer). The only time racing back to the caution is allowed is when the leader has taken the white flag at the starting line, at which point cars will race back to the checkered flag, unless the race director calls for a red flag for an unsafe situation.
7. If a caution flag is displayed, all cars that have spun as a result of the accident and the party deemed directly responsible, must restart from the tail. Drivers involved in secondary incidents that happen after the caution flag waves (as deemed by the race director/scorer) will be permitted to return to their position. If the race director deems an accident intentional, the car deemed responsible will be put to the tail or disqualified. This may also apply to a driver who has been previously warned about their driving style or who has been deemed to

- violate a stated driving policy. The car that was spun may be permitted to return to their position.
8. Drivers are not to expect a caution just because they have spun. The caution flag may not be displayed until they are a lap down and thus, should reenter the race immediately and safely.
9. Line up order on restarts will be double file based on the running order before the caution. In the final 5 laps of any feature, only the lead lap cars will be allowed to restart at the front of the field after a caution. The remainder of the field will line up as they were running on the track. In the heats, lapped cars should use discretion and consider falling to the tail. This rule may be altered by the Race Director at any event and will be announced during the drivers' meeting or by other notification to all teams before the race.
10. During red flags, all cars must stop immediately and safely. Once permitted by officials, all cars that go to the pits must re-start from the tail. No cars will be allowed to enter or exit the track during green flag conditions. Working on your car on the track or infield area will be considered going to the pits.
11. Any driver receiving the black flag must leave the track immediately or face disciplinary action. Scoring stops immediately when the black flag is displayed and will only be resumed when the situation has been rectified to the satisfaction of officials. Further sanctions will be taken against anyone who doesn't leave the track within 2 laps for any reason other than running over their qualifying time. If a car receives the black flag for running over their qualifying time, they will be allowed to drop to the tail and resume racing, without leaving the track. (.3 sec breakout rule).
12. Race officials are not permitted to work on a racecar in the infield or during a race. The driver must return to the pits for all repairs. Race officials may only assist with a window net, safety belts or safety equipment. Drivers who get out of their car while on the track or infield area must return to the pits.
13. Unless otherwise stated, the following cars should report to the scales and tech area following their event: top 3 in heat races and top 5 in the features.
14. Slower and lapped cars must stay in the low groove and must yield a clear outside groove for lead lap cars.
15. Passing or racing on the apron of the racetrack will not be permitted or tolerated.
16. Due to the limited space of the racetrack and safety of officials and fans, "Victory Donuts" or post race celebrations with vehicles or reckless driving will not be allowed and will result in sanctions or disqualification.
17. A fine of \$50 will be levied for a trophy that is not returned by a disqualified car.
18. All results will be posted following the feature events and will become official 30 minutes after posting. Any protest of the final results must be in writing and delivered to the race director or track management within 30 minutes of the posting. Management may delay the official results if circumstances warrant investigation.

SAFETY RULES AND EQUIPMENT

1. All Late Models, Street Stocks and Figure 8's must have a complete roll cage and be approved by tech officials. Main cage must be made of 1 3/4-inch O.D. seamless steel tubing with no less than a .095-inch wall thickness. Critical joints must have gusset plates and bars around the driver must be padded.
2. All four-corner posts of the cage must be roof high and connected by a roof hoop. All four corner posts must fasten directly to the frame on the bottom and have cross braces at dash height in front of and behind the driver. All cars must have a minimum of 4 door bars on the left side and 2 door bars on the right. These door bars must arch out to the door panels. All cars should have braces from the main cage to the front and rear frame sections (including hoops).
3. All cars must have complete firewalls and floor pans and must be OEM.
4. All cars must use an approved racing seat that extends at least as high as the driver's head. This seat must fasten directly to the frame and cage.
5. All cars must have an approved seat belt & shoulder harness (5 point) and must be no older than five years (2011). They must fasten directly to the frame and cage.
6. A racing helmet that meets Snell 2005 standards or higher quality is required. All drivers must wear an approved fire suit, with no holes, at all times on the track. All drivers must wear a padded neck collar. The neck collar must properly fit the driver and fill the void between the driver's shoulders and

- helmet. A neck restraint such as a HANS device is highly recommended and may be required in the near future.
7. Steering columns must be padded with 2 inches of resilient material and a breakaway steering shaft is highly recommended.
 8. A standard, full size window net must be used. String type nets are not permitted. Operating, onboard fire extinguishers are required.
 9. Fuel injection or nitrous systems are not permitted. (Exception F.W.D. cars-fuel injection only).
 10. Only standard racing gas or pump gas that does not exceed a dialectic constant level of +1.0 (with a .4 tolerance) is allowed. Performance and masking additives are prohibited. (Unleaded Gas Will Not Meet This Test!)
 11. Electric fuel pumps are not permitted. (Exception F.W.D cars).
 12. The battery must be securely fastened in a battery box and must be covered to prevent spills.
 13. Fuel cells are mandatory, (exception F.W.D. cars), and must not exceed 22-gallon capacity. A minimum of ten (10") inches of ground clearance is required. Fuel cells and gas tanks must be secured by 1 1/2 inch x 1/8-inch steel straps.
 14. A driveshaft loop is mandatory and must be 6 inches rearward of front "U" joint.
 15. A hook or chain must be on the front and rear of each car for wrecker hook-up (on the outside of the bumper).
 16. Brakes must be in working order on all four wheels.
 17. **All ballast must be painted white with the car # in a contrasting color. There is a minimum \$25 fine for lost ballast. Points and purse may also be forfeited at track official's discretion if ballast comes off.**
 18. All cars must have a door-plate made of 1/4-inch aluminum or 1/8-inch steel measuring 20 inches high and extending from the front door post to the rear doorpost.
 19. All cars must have approved 15 inch x 8-inch steel racing wheels or approved steel spoked wheels on the right front. Other wheels are optional but must be steel and no larger than 15 inches x 8 inches. All wheels must be secured with 1-inch lug nuts or cars will not be eligible. (Does not apply to F.W.D).
 20. Oil or Transmission Coolers are not permitted in the driver's compartment.
 21. Anti-freeze is not allowed as a coolant and violators will be fined a minimum of \$25.
 22. Tire softening or any effort to alter the performance of the tires will not be allowed. For the Hoosier Spec Tire, any durometer reading under "64" will be grounds for disqualification. Any attempt to artificially cool the tires or to overheat them will be grounds for further penalties.
 23. All cars must use a radiator over flow catch-can with a minimum 1/2-gallon capacity. No overflow containers (water or transmission) are permitted in the driver's compartment.

CAR NUMBERS, LICENSE AND INSURANCE REQUIREMENTS

Car Numbers:

1. A car owner must have a race car to obtain a number and must purchase a license before a number is given out.
2. All numbers used at Anderson Speedway are the property of Action Entertainment, Inc. and they will be solely responsible for issuing such numbers. In the event ownership of a car changes, that number returns to Action Entertainment, Inc. for reissuing.
3. No numbers higher than number 99 will be issued without special permission from management. To maintain a 2016 car number, a license must be purchased and issued.
4. All cars must have a six-inch number displayed in the upper corner of the windshield on the passenger side.
5. Reflective or mirrored numbers are not permitted and those using them face the possibility of not being scored.

License Information:

1. All drivers and owners must have an Anderson Speedway membership license before they can compete in any event, excluding designated special events. A temporary license, good for 1 event only, will be available to non-regular competitors. Any competitor running for more than one event must purchase a membership. A membership must be purchased before an event begins for the owner to receive points for that event. Retroactive points will not be posted.

2. The license fee for 2016 will be \$75 for owners and drivers, \$60 for crew and others and \$10 for temporary licenses (one event).
3. All drivers should have a valid state driver's license and may be required to produce such, at the discretion of Speedway management.

Insurance Requirements:

1. It is to be understood that the Anderson Speedway insurance policy is secondary coverage to the injured party's primary coverage and the participant's signature on the waiver releases the Speedway from all liability. The participant assumes the risk.
2. Everyone entering the restricted pit area or competing in an event at Anderson Speedway must read and sign a release of liability waiver and receive a proper pit credential (pass) before entering the restricted area or competing. Any attempt to circumvent this policy, including exchanging passes or using previous event passes will result in immediate expulsion from the property, suspension from future participation and possible criminal and civil penalties.
3. Any accident that occurs on Speedway property must be reported to the Anderson Speedway office immediately.
4. Any participant transported by ambulance to the hospital will automatically have an accident report filled out completely.
5. Any person that is injured at Anderson Speedway and does not require or use Anderson Speedway's ambulance but requires medical treatment must notify Anderson Speedway officials before going to the doctor or hospital and fill out proper papers. This must be done prior to leaving the track.
6. All insurance forms received by insured party must be filled out by the injured party and one copy filled out by doctor and returned to insurance carrier immediately. All insurance benefits cease once you resume driving.
7. Bodily injury resulting from fighting by race participants is not covered by Anderson Speedway's insurance policy.
8. It is not permitted for people entering the pits to leave children unattended in the grandstands.

Point System and Regular Starting Procedures

1. Points are awarded to the registered owner of the car. All purses and prizes will be paid to the owner.
2. Driver points will only be kept for the sake of determining a "Driver Champion". All other awards will be based on legitimate owner's performance.
3. To be eligible for "Rookie of the Year" honors, a driver must not have competed in more than 3 races in that division_ and must complete a special "Rookie Registration Form" by May 31, 2016.

Special Track Safety Notice

No one including, drivers, crew members, guest, etc. may enter the racing surface unless permission is granted by an official. Drivers must stay in their cars with safety equipment in place, helmets on, safety belts intact, etc. until permitted to exit the car by an official. Exception is if the car is on fire in such case the driver may exit quickly and safely on their own. Violation of this rule may result in immediate suspension and immediate removal from the property.

Line up Procedures – All Divisions Regular Points Races:

These procedures may be altered at the discretion of Track Officials based on car counts in divisions or other reasons. Special races may have different starting procedures and will be announced by management prior to the race.

Qualifying:

All cars will qualify for starting positions in the heat races. The qualifying order will be determined by the current points positions with the point leader qualifying first. A car which presents itself late for its qualifying position will only receive one qualifying lap and will not receive qualifying points.

Heat Races:

Heat races will be lined up based on qualifying times. Based on the number of heats cars will be divided and inverted based on their qualifying times. Non-qualifiers will be placed at the tail of the heat which the Race Director deems appropriate. Cars who elect to not start in their designated spot must start from the tail of their designated heat and forfeit their qualifying points unless the Race Director has determined that the car not start from its designated spot, i.e. safety. See "Breakout Rule" #11 under Race Procedures.

Features:

Feature races will be lined up based on qualifying. The winner of the first heat will draw for a 4, 6 or half inversion for the Feature race. The person drawing for the inversion may be changed from time to time at management's discretion, i.e. fans. See "Breakout Rule" #11 under Race Procedures.

YEAR END POINT FUND

Year End Point Funds in all divisions will be based on the owner's points of the top ten in each division and based on a regular night's purse. All year-end awards will be presented to the owners except for driver champions and special awards, i.e. Rookie of the Year, Sportsmanship and Dedication. In addition to contingency awards, cash point funds will equal a standard night's purse for each division to a minimum of the top five eligible owners in each division. Cars must compete in at least 75 % of point's races in their respective division to be eligible for post season awards.

PIT PASS PRICES

Pit pass prices for Regular 2016 Events will be \$26 for members and \$31 for non-members. Special events may vary.

As an added bonus, a membership and guest pass will both be eligible for a front gate discount which is \$2 off on regular Saturday events. Special events may vary.

SPEEDWAY POLICY REGARDING USE OF OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES

1. **Illegal drugs, Definition:** Illegal drugs are those substances defined and prohibited by state and/or federal laws.
2. **General Prohibition:** Possession or use of illegal drugs or drug substances, as defined above, is prohibited in any form, by any participant at Anderson Speedway, either on the Speedway grounds, or any area considered to be used in the operation of the Speedway, such as parking lots or leased properties.
3. **Participant Definition:** A participant is any person taking part in any event at Anderson Speedway in any form, including but not restricted to drivers, car owners, mechanics, crewmembers, sponsors, track officials or pit area observers. All such persons shall be considered public figures that have by their own choice become involved in an auto-racing event at Anderson Speedway, with the full understanding that he or she must abide by the rules and regulations established and published or announced by Anderson Speedway. All participants are considered to be responsible for their personal conduct.
4. **Drug Testing:** By agreeing to participate, any person holding a pit pass may be subject to a drug test at any time and by purchasing the pit pass and/or membership waives all rights and willfully agrees to such testing without recourse. Any one refusing such test will immediately have all privileges revoked and must leave the Speedway property immediately.
5. **Violations and Penalties:** Any person found to be in possession of or under the influence of an illegal drug or drug substance on the Speedway property, as defined above, or any person who is arrested by duly-constituted authorities and charged with possession and/or use of illegal drugs or drug substances, or any person who is formally charged by a court of law with illegal drug violations, shall be subject to the following penalties by the Speedway:
 6. Suspension from competition and eviction from the Speedway property, and denial of further entry to the Speedway for a period to be determined by Speedway officials.
 7. Any participant who is formally charged by a court of law with an illegal drug violation, upon notification to Anderson Speedway management by that agency, shall be suspended from all forms of participation at Anderson Speedway until such time as the charges are fully adjudicated through the legal process. or at the discretion of management may be reinstated per item #9 below. Any participant convicted of a formal drug charge by such process of law will be prohibited from taking part in any Anderson Speedway events for a minimum period of 90 days from the date of conviction.
 8. **Appeal and Hearing:** Any participant suspended for a violation of these rules may be granted an appeal hearing by a board of officials designated by Anderson Speedway, provided the suspended participant requests such a hearing, in writing, within 14 calendar days of the date of suspension. It is the responsibility of the suspended party to make such a request, if a hearing is desired.
 9. **Reinstatement:** A participant suspended for violation of these rules, Except In The Case Of Persons Charged With Selling Drugs, may, as the result of a decision reached through the hearing process detailed above, be reinstated, it is mutually agreed that the participant - at his or her own expense - will produce documentation from a physician licensed within the State of Indiana, certifying that he or she is drug independent, as a result of random and periodical examinations and urinalysis testing, made at the request of Anderson Speedway management.
 10. **Prescribed Drugs:** If a participant is using prescription drugs on the advice of a physician, such use must be reported to the chief pit steward or racing director prior to the participant's entry into any Speedway activities. Failure to do so notify will subject the participant to penalties as described above.

TECHNICAL RULES: ANDERSON LATE MODEL

(Same as CRA Sportsman Rules)

Chassis Option and Base Weight Minimums:

(after race/qualifying without refueling)

Stock Clip with Standard Lower A-Frames 2775 lbs

No Lower A-frame adjustments or Heim End A-Frames

Add 25 lbs for Heim End A-Frames

Add 25 lbs for Lower A-Frame Adjustable Chassis mount

Stock Clip utilizing strut type suspension 2825 lbs

Manuf. Front Clip (w/ Stock-Type, non adjustable Lowers A's) 2800 lbs

No Lower A-frame adjustments or Heim End A-Frames

Add 25 lbs for Heim End A-Frames

Manuf. Front Clip (w/ strut type suspension) 2850 lbs

Deduct 25 lbs for Non –Adjustable Frame Mounts

Manuf. Front Clip (w/ adj. A-Frame Mounts & Heim A-Frames) 2850 lbs

1. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
2. Maximum 58.0% Left Side weight at all times.
3. Maximum 58.5% Left Side weight for cars that utilize Full Perimeter Chassis (ie: Old Tour Type fabricated chassis or OEM frame) with a minimum of three door bars extending past the perimeter frame rails, or cars using Standard Crate Engines as used in JEGS/CRA All-Stars rules
4. Maximum 59.0% Left Side weight for cars that utilize Full OEM Stock frames from steering box mount to middle of rear axle (and use a stock type steering box – no rack, and 4 link suspension).

Suspension:

1. Base weights are with 5" coil springs front and rear. 2.5" springs may be used with a 25 lb penalty. **Entire Spring must be 5" in diameter**
2. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
3. Deduct 25 lbs for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
4. Aftermarket upper A-Frames allowed.
5. Base weights are for Steel shocks only. Aluminum Shocks may be used with a 25 lb penalty. One shock per wheel. No Canisters of any kind.
6. Maximum 8" wide steel wheels only. OEM, Floater or Quick Change rear ends allowed. If a Quick Change rear end is used, you must have a plate between the rear end and fuel cell.
7. Must have working brakes on all four wheels.
8. No fifth (5th) coil, or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end.
9. **Spec tires and usage rule, if any, to be announced at a later date.**

Engine:

1. Engine must use cast iron block and heads.
2. No Dry-Sumps. Fords may use an external single stage pump, but the oil and sump must still be in the pan directly below the engine.
3. Headers allowed.
4. Aluminum intakes allowed.
5. Engine setback maximum 4" from a centerline between the upper ball joints (Strut-type, fab clip chassis must be max 2" setback for engines with rear mounted distributors/ 4" max for front mounted distributors).
6. Center of crankshaft must have a minimum 10" ground clearance.
7. Any two or four barrel carb allowed (no Predators).
8. Crate Engine usage must follow JEGS Series rules including carb and ignition box rules.

9. Engine/Weight Combinations (to base weights above):

Standard Approved Crate Package

Crate Engine without current S.E.A.L. seals

Engine 305 C.I. (+/- 5 C.I.)

Engine 310 to 364 C.I.

Sealed McGunegill (7200 rev limit) Steel Heads

Aluminum Heads (excluding Crate)

Engine over 410 C.I.

Deduct 100 lbs

Add 25 lbs

Deduct 100 lbs

Deduct 50 lbs

Deduct 50 lbs

Add 50 lbs

Add 50 lbs

Transmission:

1. OEM Style Transmissions (defined as standard style transmission with external, separate, clutch). External clutches must follow Super Series rules. ALL transmissions must have a working reverse gear.
2. Bert, Brinn or Falcon Type Transmissions are permitted as well.

Body:

1. Stock appearing bodies may be Aftermarket or OEM. Body should be ABC or similar stock appearing body. No outlaw, "Downforce", "Dirt Style" or square-sided bodies or body panels. Steel, Fiberglass or Plastic panels O.K. Standard 5-star or AR pavement short track noses, roof, and rear bumper covers must be used and may not be cut or altered. (Fenders, doors and ¼ panels MAY BE FABRICATED but must be similar in appearance to those produced by ARP/5Star for these rules).
2. Minimum 4 inch ground clearance on all parts of the body.
3. Side windows may go no further back than 12" from the A-Post/Door corner and must go straight up at a 90 degree angle from the door.
4. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
5. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
6. **Noses must be centered on car and no wider than 79.5".**
7. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
8. The minimum roof height is 47", measured 10" from front windshield.
9. The maximum rear ¼ panel height is 34.5".
10. The maximum body width at any point is 79.5".
11. The rear deck should remain relatively flat side to side and front to rear.
12. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").
13. Rub rails may only be used if they are polycarbonate.

Additional Rules:

1. **A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length. Fuel cell must have a minimum of eight inches (8") ground clearance. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cell must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/8" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. At a minimum, all fuel cell configurations must include a rubber type cell in a steel container.**
2. No carbon fiber except for safety devices such as seats or head and neck restraints.
3. **A collapsible steering column is highly recommended.**
4. Radios are allowed. Drivers must use a Scanner to monitor race control or Spotter must use Scanner to monitor race control.

TECHNICAL RULES: STREET STOCKS

(Same as CRA Street Stock Rules)

Chassis/Base Weight:

1. Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
2. **3100 lbs. base weight** minimum at all times, including after race with driver (no refueling after race). Max. left side weight is 57.0% at all times.
3. Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
4. Cars must utilize factory frame sections from front steering box mount to rear of rear spring pocket. No widening of the frame. The cross member must remain the OEM Stock component and in OEM location but may be modified for oil pan or fuel pump clearance. Weight Jacks OK. Leaf Spring cars must have prior tech approval for rear suspension chassis construction.
5. Roll cages must not be offset and must be perimeter type. Installation is subject to technical approval. The width of the top roll cage bars (halo) must be a min. of 75% of the width of frame rails where the cage attaches. The cage must go straight up the doors before a slight angle into the roofline. Side plate on driver's door must be used and must be a minimum of 12" high, post to post, 1/4" thick and either be welded to the cage or fastened with six 1/2" bolts. A min. of 3 windshield protection bars (min. 1/4" wide round stock) in front of driver are mandatory.
6. No cage or body supports may run through the body or windshield.

Transmission:

1. Standard Automatic transmissions w/ working torque converter... or an OEM manual transmission and min. 7.25" clutch.
2. An aftermarket transmission with a 7.25" external clutch may be used with 75 pound penalty.
3. Clutches must follow Super Series rules, and must be a min. of 7.25".
4. Transmissions must have working reverse gear. Drive shaft loop is required.

Suspension:

1. No Bump-Stops or suspension travel limiting devices. No coil binding.
2. No aftermarket lower A-Frames (O. E. M. mounting towers only).
3. No aftermarket or made for racing spindles Must be OEM style spindle.
4. Standard aftermarket upper A-Frames may be used with a 35 lbs penalty. 25 lbs penalty for aftermarket mounting towers. No slider adjustable mounting towers.
5. Factory or aftermarket trailing arms may be used. Must have single, non adjustable chassis mounting point only. Trailing arm lengths, center bolt hole to center bolt, must be within 1 inch in total length of each other. Must be steel, non adjustable and utilize bushings welded into the trailing arm.
6. No 3-Link or Panard Bar set ups.
7. One shock per wheel. Shocks must be steel, economy-type, may not be externally adjustable and may not be gas re-chargeable SHOCKS MUST ALSO BE ON A SERIES APPROVED LIST TO BE LEGAL!!! LIST IS PUBLISHED AT CRA-RACING.COM.
8. Ford 9 inch rear ends OK. Rear Ends must be locked and utilize a spool or welded spider gears only. Cambered rear ends are not allowed. No Quick-change rear ends.
9. Max. 78" tread width from outside to outside of tire at spindle height.
10. Stock-type, **steel** brake calipers only. Brake caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all four wheels.
11. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
12. Maximum 8" wide steel wheels only.
13. Spec tires and usage rule, if any, to be announced at a later date.

Engine:

1. Engine must be cast iron (block & heads). No Dry Sumps.
2. Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
3. Heads must be standard valve angle. NO shaft mounted rockers.
4. Aluminum intake may be used with a 50 pound penalty.
5. Headers may be used with a **25 pound penalty** (no 180's).
6. Engines under 365 c.i. may **deduct 50 lbs.**
7. Engines over 412 c.i. must **add 50 lbs.**

8. CRA is developing and allowing the use of Chevy crate engine GM #88958604, unaltered, with original GM seals only. Left side and total weight breaks for specific tracks to be announced. Contact Eddie Chew for additional details.
9. Engine must be located so the spark plug of forward most cylinder is no further back than 1 inch of center-line of the upper ball joints.
10. Exhaust must exit behind the driver and beneath car or under frame.
11. 2 or 4 barrel carburetors only. No Demon/Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.

Body:

1. No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, Cutlass, and Camaro bodies allowed as well as their Ford and Dodge counterparts. Anything that does not fit within these guidelines may not be used or must get prior approval before building.
2. An aftermarket firewall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
3. Cars must have factory steel roof (A,B,C pillars considered part of the roof) and factory upper portion of rear 1/4 panels. All other body panels must be made out of steel and be stock appearing. GM to GM, Ford to Ford, Mopar to Mopar for chassis, body and engines. Aftermarket bodies are not allowed. Front fenders must retain stock body line. No notching or "bending" fenders to improve performance. No "Dirt Style" bodies or components allowed.
4. The aftermarket, 5-Star composite 88 Monte Carlo street stock roof may be used, but must be used completely unaltered, with as produced dimensions and weights. It must be used with factory quarter panels that include the B and C pillars with factory quarter window opening. Cars with this roof will receive a left side weight penalty of 1%. They may only race at 56% maximum left side weight.
5. Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
6. Aftermarket bumper covers must cover all bumpers and brace supports and all metal must be behind and covered by the cover. Must run a stock-type bumper if no bumper-cover is used. Rear bumper/tail-light area must be enclosed (no open tail sections).
7. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled.
8. Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
9. Side windows may go no further back than 15" from the corner of the A-Post and must go straight up at a 90 degree angle from the door. Window openings on both sides of car must be minimum of fifteen inches (15") in vertical height.
10. Interior behind the driver must be parallel to the ground up to the rear window and there must be a definitive transition from interior to the rear deck area which must remain relatively flat. No Decking inside the four points of the roll cage.
11. Minimum roof height with standard roof rake is 48 inches.
12. No spoilers allowed (regardless if they are stock). No holes cut in hood for air cleaners. Hood scoops are discouraged and fabricated hood scoops may require an additional weight penalty.
13. Body, exhaust, rocker panels or any other mounted items must be no closer to the ground than 4 inches.
14. Rub rails may only be used if they are polycarbonate.

Additional Rules:

1. A fuel cell is mandatory and cannot exceed 22 gallon capacity. Fuel line must be standard in its size and length.
2. No carbon fiber except for safety units such as seats or neck restraints.
3. A collapsible steering column will be required for 2017 and beyond.
4. Radios Not Allowed. Drivers MUST use a scanner to monitor race control.

TECHNICAL RULES: THUNDERCARS

Eligible Cars

1. All cars must be 1968 or newer, full frame, rear wheel drive, full size car, with a stock wheelbase of 108" to 116". (No Camaros, Firebirds or Mustangs). Frames must remain OEM.
2. Cutting, sectioning, notching or modifying frame is prohibited.
3. 2 x 3 rectangle, steel stock may be used to replace the rear tail at a point from the center of the rear end back. This material must retain stock height and configuration of the OEM frame.
4. The minimum weight for all cars is 3,200 pounds with 57% left side weight with the driver. Cars with engines over 355 ci and/or 108" wheel base must have 54% left side weight. Cars with engines 355 ci and under and over 110" wheel base may weigh 3,000 pounds with 58% left side weight.

Engine & Transmission

1. The 2nd plug on the left side of the engine must be located within 1" of the center of the ball joint. For ease of inspection, a whistler will be used to check compression.
2. Cars must utilize cast iron intake, cylinder heads and block. Cylinder heads must be 23 degree cast iron only.
3. Engine must be from same manufacturer to make of car.
4. Any Holley or Rochester carburetor is permitted. Dominators are prohibited. Carburetor spacers are permitted with a 1" maximum.
5. Ignition system must remain completely OEM. Aftermarket distributors, MSD boxes and add on electric amplifiers are prohibited.
6. Engines must use OEM cast iron exhaust manifold only. Exhaust must exit behind the driver within 18" of the rear end housing.
7. Cars may have a maximum of two exhaust pipes with an OD no larger than 3 1/2". NASCAR exhausts are prohibited.
8. Roller cams are prohibited. Roller rockers may be used.
9. Aftermarket oil pans are permitted.
10. Engine must remain in stock rubber mounts and all parts must be O.E.M.
11. All cars must use an OEM automatic transmission with a working reverse. All cars must have a working, stock appearing torque converter.
12. Standard transmissions will be permitted with a stock clutch and pressure plate and a 50 pound weight penalty. Racing clutches or pressure plates are prohibited.
13. Drive shaft and yokes must be steel and painted white.
14. All standard transmission bell housings must have an inspection plate.
15. Everything under the hood and throughout the car must remain stock, in stock location. Heater cores and air conditioning units may be removed or altered. Stock, factory housing for air elements must be used. No air induction is permitted, stock or otherwise.
16. Aluminum radiators are permitted and must be mounted in stock location. A radiator overflow catch-can must be installed with a one gallon capacity. Overflow hose must exit at right side of windshield.
17. Oil coolers are not permitted inside the driver's compartment.

Suspension, Tires, Wheels and Brakes

1. All suspension components must remain stock and unaltered location and be stock components. Offset suspension components of any kind are prohibited.
2. There may be a maximum 3" stem on all ball joints, measured from top of the base to the top of the stem. Dust boots are prohibited.
3. Adjustable eye bolt sway bars are prohibited. OEM stock type sway bars must be mounted in stock location with a maximum diameter of 1.25".

4. Heim joint tie rods or sleeves are prohibited.
5. The maximum tread width of the cars is 78" measured from the outside of the tire to the outside of the tire. Wheel spacers may be used.
6. Aftermarket coil springs and shocks, mounted in stock location, may be used. Take apart shocks are prohibited. Only steel body, stock appearing and stock mount shocks are permitted.
7. Jack bolts and spring cups may be used on the rear only.
8. OEM rear housing must be used for the make and model of car. The upper and lower trailing arms must be stock, OEM, stock mounted and in stock location. Adjustable, tubular trailing arms or heim ends are prohibited.
9. Any available gear ratio may be used.
10. The rear end differential may be open or locked.
11. All cars must have OEM rear trailing arms and top links with stock type bushings.
12. Brakes must be OEM. Brakes must be operable on all four wheels. Brake bias devices are not permitted. After market pedals and master cylinders are prohibited.
13. Racing wheels are mandatory. 3" or 4" offset wheels only.
14. 1" lug nuts are required on all wheels. Big studs are permitted.
15. All cars must use a maximum 8" wide, steel, racing wheels. Magnesium, aluminum or slotted wheels are prohibited.
16. Tires must be used Hoosier Comanches.

Body, Frame and Interior

1. A complete, bumper to bumper, steel body must be retained. T-Tops & spoilers are not permitted.
2. Doors must be welded, bolted or chained shut. Interior door panels may be removed.
3. Bumpers may be replaced with 2X2 square tubing with .095" wall thickness. The bumpers may not be wider than the center line of the tires.
4. All glass and plastic, excluding front windshield, must be removed from every area of the car (headlights, taillights, mirrors, etc.)
5. The front windshield may be replaced, if necessary. (Lexan is acceptable). Windshield protection bars may be used.
6. The minimum frame height at any point of the car is 6". Ground clearance on all four corners of the frame must be reasonably level and within 1" of each other.
7. The OEM complete steel floor pan and front and rear fire walls must be retained and in stock location. Minor repairs to damaged or rusted firewalls will be permitted.
8. Front wheel wells, 1/2 of rear wheel wells and truck floor may be removed.
9. The stock steering column may be replaced with aftermarket tubing, heims, u-joints and column supports. Straight steering shafts (from box to steering wheel) must have a minimum of one u-joint. Collapsible steering shafts are highly recommended.
10. Switch and push button may replace the key switch.
11. All cars must have a roll cage that includes four corner posts. They must be roof high, connected to the top and welded to the frame at the bottom. The cage center section may be braced back to the rear frame rails.
12. The roll cage must be centered on the OEM frame rails. The top halo must be full. Half or quarter roof cages or halos are prohibited. The top halo must fit tightly against the roof. Dropped cages are prohibited. The main hoop behind the driver must be mounted a minimum of 32" from the centerline or rear hub to the back of the cage.

13. All cars must have four door bars on the left side which arch out to the door skin and at least two straight bars on the right side. All joints must be properly welded. There may be no bars off of the top halo forward to the left or right front hoop.
 14. All cages must have a 1/8" aluminum or steel plate on the outside of the driver's door bars, running from frame rail to the top door bar and from door post to door post.
 15. All roll cage tubing must be a minimum 1 3/4" OD and a minimum .095" wall thickness. Muffler tubing is prohibited.
1. Batteries may be mounted in stock location or any other safe location. If the battery is in the driver's compartment, it must be mounted in an approved battery box. Batteries must be covered.
 2. A firewall must seal the trunk from the driver's compartment
 3. All cars must use a racing fuel cell.
 4. Electric fuel pumps are prohibited..
 5. The trunk floor may be removed; however there must be a minimum of 10" ground clearance from the fuel cell to the ground. The tank must fill from inside the trunk with no holes cut in the truck lid. One tank only permitted.
 6. Fuel lines may not run through the driver's compartment

Safety

TECHNICAL RULES: FIGURE 8

Any driver is eligible to compete in this division.

The definition of stock means no modifications to factory parts or factory specifications. The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to Speedway officials.

Chassis/Base Weight:

1. Cars must be 1975 or newer. No "Pony Type" cars permitted (Camaros, Firebirds, Mustangs, etc.).
2. All cars must be the Minimum weight as follows:

<u>Wheel Base</u>	<u>Weight</u>
105"	3,300 lbs.
109"	3,300 lbs.
112"	3,200 lbs.
114"	3,200 lbs.
116"	3,100 lbs.
118"	3,100 lbs.

3. Frames must be stock to model from frame horns to the back of the rear end hoop. Welding of plates and braces for strengthening is permitted.
4. Minimum frame height at any point on the car must be 6"...
5. All cage components must be made of .095 and a minimum 1 3/4" diameter tubing or stronger. Cast iron pipe, black pipe, well casing or any other pipe may be used.
6. Driver's door and passenger door bars must be curved outward against door panels.
7. A 20"x24"x1/4" door plate is required on the driver's door.
8. There must be 4 horizontal door bars on the driver's door and 3 horizontal bars on the passenger door with a minimum of 3 vertical bars between the horizontal bars.
9. All key stress points must be gusseted for extra strength.
10. All roll cage components within reach of the driver must be padded.
11. All cage components are subject to sonic testing at any time.
12. Cars with full stock, steel bodies (Hood, roof and Deck) may deduct 50 lbs.
13. Fiberglass and all aluminum bodies are permitted.
14. Cars with a full stock, factory floor pan may deduct 25 lbs.
15. Fabricated floor pans must be made of 20 gauge steel.
16. Do not deck interior. There cannot be any decking inside the 4 point cage.
17. Stock bumpers may be used or may be replaced with 2"x2" tubing
18. Tubing bumpers may not be reinforced with more than 2 braces.
19. Front and back bumpers may have a top hoop for radiator and cell protection with no braces.
20. Front bumpers may not extend past the middle of the tread when tires are straight.
21. Absolutely no "Cow Catchers" will be permitted.
22. The hood must cover the entire engine and radiator. Hood scoops are prohibited.
23. Wings may not extend past the rear of the quarter panels or past the back of the halo bar
24. Maximum wing height from ground to top is 72".
25. The spoiler may be no wider than the top of quarter panel to the top of the quarter panel and no higher than 7".
26. All wings and spoilers must be made of clear Lexan and safely braced.

Transmission:

1. Standard Automatic transmissions are permitted with a working, stock appearing Torque Converter.
2. OEM or aftermarket manual transmissions are permitted with a 7.25" clutch and must add 25 lbs...
3. Clutches must follow Super Series rules, and must be a min. of 7.25".
4. ALL transmissions must have working reverse gear.
5. Drive shaft loop required. Hoops must be placed 12" from each end of shaft and must go completely around shaft.
6. Drive shaft must be painted white

Suspension:

1. All suspension parts must remain in the stock, unaltered position.
2. Stock, aftermarket parts must be used except tubular upper A Frames may be used on the front if mounted in stock location.
3. Adjustable weight jacks may be used on the front and rear...
4. Mono balls may be used).
5. Adjustable sway bar must be at lower A arms only.
6. Stock, locked, positive or open rear ends are permitted. A 9" floater rear end may be used with stock mounts and location.
7. Stock, steel non-rechargeable shocks (Pro w/b) only are permitted.
8. Front shocks may be moved outside of spring to accommodate weight jacks.
9. All 4 brakes must be in working order.
10. A maximum 22 gallon fuel cell is permitted.
11. The fuel cell must be securely mounted to car with a minimum of 2, 1" square tubes between the frame rails and wrapped with 2, 1" steel bands...
12. Fuel cells must have a minimum 10" ground clearance.
13. Fuel cells must have a shut off valve, reachable by safety personnel through the right window.
14. All ballast must be painted white and numbered. Drivers are required to notify the Tech Director of any ballast added to a car...
15. 8" steel wheels are required
16. All 4 wheels and tires must be the same size and offset.
17. Front and rear car width is a maximum of 78".
18. The CRA Hoosier Comanche is the only tire permitted...

Engine:

1. Engine must be cast iron (Block & Heads). Dry sumps are not permitted..
2. Roller cams are permitted. Cars not using roller cams may deduct 50lbs.
3. Heads must be standard valve angle. Shaft mounted rockers are not permitted
4. Aluminum intake may be used with a 50lb penalty
5. Solid exhaust pipes are the only ones permitted.
6. Exhaust must exit behind the driver and beneath car or under frame.
7. Headers are permitted with a 25lb penalty, but may not be 180's...
8. Engines under 365 ci may deduct 50lb
9. Engines over 412 ci must add 50lb
10. The engine must be located so the spark plug of forward most cylinder is no further back than 1" of centerline of the upper ball joint
11. Straight plug heads only
12. Two or four barrel carburetors only Duel line or double pump carburetors may be used but must have choke housing with the choke flap removed
13. A maximum 11/4" spacer, including gasket, may be used. Carbon fiber prohibited.
14. Electric, Belt driven and pressurized fuel systems are prohibited. Batteries must be placed in a battery box and must be mounted to the cage or floor board and covered

TECHNICAL RULES: THUNDER ROADSTERS

INEX Rules Apply

TECHNICAL RULES: PRO COMPACTS

Vores Compact Touring Series Rules in Most Aspects

Eligible Cars:

1. Cars must be Four or six cylinder, front wheel drive COMPACT CARS ONLY. Full-size cars, wagons, SUVs, cross-overs,,all wheel steering or drive vehicles, pickups, convertibles or vans are not permitted.
2. Wheelbase must be between 93 – 107 inches.
3. Rear engine, mid-engine, turbochargers, , superchargers are not permitted.
4. Chemical power additives of any kind (nitrous oxide, benzene, etc) are not permitted.
5. Four cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is permitted on four cylinder engines displacing 2.4 liters or less only. Six cylinder engines must be SOHC or pushrod only. Maximum displacement for V6 engine is 3.5 liters.
6. All cars must weigh a minimum of 2100 pounds with driver. V6 powered cars must weigh a minimum of 2500 pounds with driver.
7. Cross weight must be 55%/45% with a predetermined variance per the Technical Inspector.

Safety Equipment:

1. Roll cage must be 4 or 6 point design and constructed of 1.75" or 1.5" (minimum), .095" steel tubing.
2. Tubing must be roll cage tubing (HREW, CREW, or DOM). All tubing connections, seams, bracing, etc must be fully welded (no "tack welds" permitted). Cage must be sufficiently attached to the floor/unit frame of the vehicle by welding to the rocker rail or to ¼" minimum thickness sandwich plates bolted through the floor. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required.
3. Main hoop of cage must include a diagonal reinforcing bar.
4. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Driver's side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing, or bracing, to the rocker rail. to. Driver's door bars must be covered with steel plate on the outside (minimum 1/8" thickness).
5. Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting the left and right side door bars behind the driver's seat is permitted. Bars extending through the firewall to the front uni-rail(s) are permitted, but may not extend forward of the strut towers. Diagonal bracing from the a-pillar bars (front uprights) to the dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged, and may extend to a distance no closer than 10" from the rear bumper.
6. Safety padding on the driver's door roll cage bars is required. Safety padding on any roll cage bar that a driver's limbs or body may contact is also required.
7. Core supports may be reinforced or replaced with tubing. Core support structure may not extend rearward beyond the strut towers. Tubing directly connecting the core support to the roll cage is not permitted.
8. An aluminum racing seat is required. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength, and bolted with a minimum of six 3/8" or larger (grade 5 or better) bolts with washers to prevent "pull through". Use of seat "halo type" head restraints and shoulder supports are strongly encouraged.
9. A minimum of a three inch wide, five (or six) point safety harness is required, and must be attached with grade 8 hardware (or better) to the roll cage and/or seat mount. Belts must have a certification date no earlier than 2012, and must have certification tags still attached. Seat belts must be used and securely latched for all events, and at any time the car is on the racing surface.
10. A battery main shut-off switch is required.
11. A fuel pump shut off switch is required, and must be mounted at the left front (driver's side) of the interior, in a location that can be reached easily

by both the driver and track safety personnel, and the switch must be clearly labeled.

12. Battery may be relocated to the area behind the driver. Battery must be mounted inside a covered battery box and securely bolted to the car. Any car that has a trunk mounted battery AND a trunk mounted fuel cell MUST have the battery completely enclosed in a SEALED battery box or battery compartment. The stock fuel tank in the stock location with a skid plate is allowed. . Fuel cells are permitted. Fuel cells must be mounted in the trunk area. The maximum fuel cell capacity permitted is 15 gallons. Fuel cells must be true, made for racing fuel cells, Marine (boat) tanks or portable gas containers (gas cans, jerry cans) are not permitted. Protective bars for the fuel cell are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can, and also be protected with a fuel cell safety cage or impact bar. Fuel cells must be equipped with anti-rollover valves and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fill cap. Fuel cell must be mounted with a minimum 1/8" thick, 1" wide straps or 1" tubing. All cars with fuel cells must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so that they cannot become dislodged or disconnected during a collision. Proper high-pressure fuel line and fittings must be used. Any fuel system deemed unsafe by Speedway officials will not be allowed on track until the problem is corrected.

Body:

1. All exterior trim, including lights, body moldings, mirrors, etc. must be removed.
2. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors (2 or 4 bumper cover). Stock or stock appearing body panels must be used. No flat-sided fabricated bodies or aluminum sheeting body panels are permitted.. Stock appearing bumpers and bumper covers, including made for oval racing or aftermarket covers, may be used if the shape, size, or style resembles the factory parts. Down force, shovel, or dirt late model bumper covers are not permitted.
3. Doors must be bolted or welded shut.
4. Doors may be skinned. Interior may be skinned to allow room for roll cage and safety equipment. No "gutting" of rails or roof pillars will be permitted. Skirting on the front and sides is permitted, but must not extend greater than ½" beyond the outside width of the tires, and must not have sharp protruding edges or ends. No splitters are permitted. Rear air diffusers are not permitted. Venting of interior, floor, hood, fenders, roof, quarters, doors, or trunk panels (except for fuel cell and driver ventilation systems) is not permitted. Aftermarket hood scoops are not permitted. Brake cooling ducts or vents, connected to the front bumper cover, are permitted.
5. All body panels must be securely attached to the car at the beginning of the racing event. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe, must be corrected at the direction of Speedway officials before the car will be permitted onto the racing surface.
6. Cars must have stock frame, stock firewall, and stock floor pans, complete and un-modified. All openings in floor and firewall must be covered. Trunk floor may be modified or removed to allow for fuel cell installation. Hood and deck lid must be secured with a minimum of two hood pins each. All glass must be removed from the vehicle except for the front windshield. All flammable interior trim and sharp trim brackets must be removed from the interior and trunk areas. All air bags must be removed. Front windshield may be replaced with lexan (polycarbonate) or dirt screen. If using a lexan windshield, a center brace supporting the lexan is required. If using a dirt screen, 3 safety bars in front of the driver are required, plus a full face helmet with eye protection is required. Side windows must be lexan, and may extend no further back than 12" from the front of the window opening and must go straight up at a 90 degree angle from the door. Windows

limiting the ability of the driver to exit the car are prohibited. Lexan quarter windows are permitted. Lexan windows must be see-through, and not tinted or painted over in any way. Rear windows are considered optional and must be lexan if used.

7. Rear deck spoilers are allowed. Maximum spoiler size is 5" tall and 50" wide. Maximum height of spoiler may not exceed 6" above the deck lid surface. Fabricated spoilers must be see through (lexan) or, metal may be substituted if the spoiler does not limit visibility, so hand gestures and signals may be clearly seen. Any spoiler deemed unsafe by Speedway officials must be removed before the car will be permitted on the racing surface.
8. Verticals, shark fins, billboards, or similar devices not permitted. The front edge of the spoiler must be within 4" of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3" beyond the rear edge of the deck lid, measured horizontally. Roof mounted spoilers are not permitted. Window mounted spoilers or any other window mounted aerodynamic devices are not permitted. Window mounted NACA ducts for driver ventilation systems are permitted. Brake lights, strobe lights, under-car mounted lights, or headlamps are not permitted.
9. Ballast must be securely attached to the car (welded or bolted) in a manner that will not allow it to become detached during an impact. All ballast must be painted white and have the car number clearly marked on it. Ballast is not permitted inside the driver's compartment.

Tires and wheels:

1. Hoosier 790 will be the specified tire for Pro Compacts in 2016.
2. Racing wheels are required and must be the same diameter at all four corners.
3. Tires may be staggered a total of one "size" (a "size" is defined as 23.5" vs. 24.5", or 26.5" vs. 27" for Hoosier 790 tires).
4. Soaking tires or use of tire treatment, including "armor-all" is prohibited.
5. All wheels must be steel racing wheels. Maximum wheel width is 7". Maximum wheel diameter is 15" Permitted backspacing of wheels is 3" or greater. Same wheel backspacing must be used on each side of the car, front and rear (1/2" variance permitted).
6. Tires and wheels shall not extend beyond the bodywork in an unsafe manner. Fender flairs and rub rails are allowed to accommodate wheels.
7. Wheel stud threads must be visible above the top of the lug nuts. 1" lug nuts are permitted and encouraged.

Suspension, Drivetrain, and Brakes:

1. Car must maintain a minimum of 4" ride height. No body panel, skirting, or frame rail lower than 4" above the ground is allowed. Engine or drive train components lower than 4" above the ground are not permitted.
2. Made for racing (i.e. Penske, Afco, Pro Shocks, and similar) shocks or struts are not permitted. Adjustable struts or shocks are not permitted. (Any strut or shock with rebound or compression adjustment knobs, rods, bolts, or screw sars is prohibited).
3. Any spring that fits in the stock mounting location is permitted. Stock or stock style replacement struts or shocks are required. Adjustable sleeves that slide down over the stock strut body are permitted. Shocks or struts using heims (spherical rod ends) are not permitted. Shocks or struts with threads made permanently in their body are not permitted. Stock strut, spring, and shock mounting locations are required.
4. Stock type front control arms are required. Control arms and mounting locations may be modified for camber and suspension alignment. Strut mounting holes may be modified for camber adjustment. Aftermarket radius rods are not permitted. Solid metal bushings are not permitted.
5. Rear trailing arms must remain OEM stock. Rear control arms may be replaced with steel tube and heim ends for safety. Stock rear trailing arms, control arms, and suspension mounting points may be braced for strength. Stock, aftermarket, and performance sway bars using the stock mounting points are permitted. Made for racing or multi-piece sway bars are not permitted.
6. All four brakes must work. ABS sensors must be disconnected or removed. Functioning ABS systems are not permitted. Drilled or slotted rotors are not allowed. Stock brake calipers must be used. Brake cooling

ducts are allowed on the front brakes only. Parking brake must be disabled, or rendered inaccessible or inoperable by the driver while competing. Stock brake master cylinder is required. A proportioning valve, on the rear brakes only, is permitted if it is not driver adjustable and is mounted in the engine compartment or trunk.

Engine and Transmission:

1. All cars are required to use the intake airflow restrictor specified and provided by Speedway officials. Intake restrictors must be installed at the track on race day and returned at the end of each event by random draw. Any tampering, manipulation, modification, mutilation, or distortion of the intake restrictor will result in automatic and permanent expulsion from the racing series. Restrictors must be properly sealed to the throttle body or intake tract, within 8" of the throttle body opening or less.
2. A complete exhaust system, consisting of a single pipe extending from the manifold or header exit to an exit point located on the left or right side, behind the driver's seat, and before the rear wheel is required. Exhaust must be no greater than 2.50" in inner diameter, and must be the same diameter from the header/manifold collector or flange/reducer to the system exit (exhaust) tips less than 7" in total length are allowed). The exhaust system exit must extend to the pinch weld under the rocker panel at minimum.
3. Open headers are not permitted.
4. Exhaust may be welded or bolted, but NO exhaust leaks are permitted the entire length of the exhaust. Loose or leaking exhaust gaskets or exhaust connections will result in disqualification. "Pin-hole" sized leaks may be waived at Speedway official's discretion in the interest of fairness. Speedway officials have the sole discretion in determining what constitutes as a "pin-hole" leak.
5. Exhaust must be routed under the floor pan, and no part of the exhaust system may enter the driver's compartment. Dual exhaust systems are not permitted.
6. The maximum combined collector/reducer length permitted for headers is 20".
7. Cars must use an OEM engine type and brand matching the make and model of car (*Example: Any Honda Civic engine in a Honda Civic is allowed, but an Accord engine in a Civic is not allowed*). Aftermarket blocks are not permitted.
8. Cylinder heads must be a stock type casting for the engine type and original displacement used (*Example: No 1.8 heads on 2.0 blocks, no single cam heads on twin cam motors, no aftermarket heads*). Engine swaps of non-stock engine types from other makes or models of vehicles are not permitted (*Example: A V6 truck engine in a Dodge Neon is not allowed*).
9. Intake manifolds must be stock for the engine make. Throttle body must attach to the intake manifold at the stock location. Aftermarket intake manifolds are not permitted. Aftermarket or fabricated manifold plenums are not permitted.
10. Throttle body EFI or multipoint EFI is allowed, Carburetors are not permitted. A maximum of one fuel injector per cylinder is permitted.
11. OEM style starter must be used.
12. INTERNAL ENGINE MODIFICATIONS, such as but not limited to porting, polishing, decking and cam shaft are allowed. All cars will be required to maintain factory motor markings.
13. Stock OEM transmissions for the same make and model of car are required. All forward gears must work. Reverse gear must work. Locked differentials are not permitted.
14. Fuel is restricted to pump gasoline or racing gasoline. Alcohol (methanol or ethanol) or E85 fuel is not permitted. Any car suspected of using alcohol or E85 will be disqualified. Fuel additives (benzene, nitromethane) are not allowed. Use of benzene or nitromethane will result in expulsion from the Event.
15. Driver adjustable braking system tuning devices are not permitted. No driver adjustable suspension tuning devices are allowed. Driver adjustable engine or transmission tuning devices are not permitted. Computer tuning devices for 2016 are strictly prohibited at the track, All tuning should be performed at participants garage.

PURSE DISTRIBUTION FOR 2016

LATE MODELS

FEATURE:	1. 800	2. 400	3. 300	4. 250	5. 200	6. 190
	7. 180	8. 170	9. 160	10. 150	11. 150	12. 150
Tow: 70	13. 150	14. 150	15. 150	16. 150	17. 150	18. 150
	19. 150	20. 150	21. 150	22. 150	23. 150	24. 150

B FEATURE 0-0-70-60-50 on out (Top 2 Transfer to A Feature)

STREET STOCKS

FEATURE:	1. 600	2. 350	3. 250	4. 200	5. 175	6. 150
	7. 125	8. 100	9. 90	10. 80	11. 70	12. 70
Tow: 50	13. 60	14. 70	15. 70	16. 70	17. 70	18. 70
	19. 60	20. 70	21. 70	22. 70	23. 70	24. 70

B FEATURE 0-0-50-45-40 on out (Top 2 Transfer to A Feature)

ThunderCars

Tow: 40 *	1. 325	2. 175	3. 165	4. 155	5. 145	6. 135
	7. 125	8. 115	9. 105	10. 100	11. 90	12. 80
	13. 70	14. 60	15. 50	16. 40	17. 30	18. 30
	19. 30	20. 30	21. 30	22. 30	23. 30	24. 30

FIGURE 8's

Tow: 40 *	1. 400	2. 275	3. 200	4. 150	5. 125	6. 100
	7. 75	8. 70	9. 65	10. 60	11. 60	12. 60
	13. 60	14. 60	15. 60	16. 60	17. 60	18. 60
	19. 60	20. 60	21. 60	22. 60	23. 60	24. 60

PRO COMPACTS

1. 200	2. 100	3. 75	4. 65	5. 55	6. 45
7. 40	8. 35	9. 30	10. 25	11. 20	12. 20
13. 20	14. 20	15. 20	16. 20	17. 20	18. 20
19. 20	20. 20	21. 20	22. 20	23. 20	24. 20

THUNDER ROADSTERS

1. 100	2. 50	3. 40	4. 30	5. 20	6. 20
7. 20	8. 20	9. 20	10. 20	11. 20	12. 20
13. 20	14. 20	15. 20	16. 20	17. 20	18. 20
19. 20	20. 20	21. 20	22. 20	23. 20	24. 20

POINTS DISTRIBUTION FOR 2016

<u>MAIN FEATURE</u>	<u>B-FEATURE</u>	<u>HEATS</u>	<u>QUALIFYING</u>
1ST - 175	1ST - 65	1ST - 25	1ST - 20
2ND - 170	2ND - 60	2ND - 23	2ND - 18
3RD - 165	3RD - 55	3RD - 21	3RD - 16
4TH - 160	4TH - 50	4TH - 19	4TH - 14
5TH - 155	5TH - 45	5TH - 17	5TH - 12
6TH - 150	6TH - 40	6TH - 15	6TH - 10
7TH - 145	7TH - 35	7TH - 13	7TH - 8
8TH - 140	8TH - 30	8TH - 11	8TH - 6
9TH - 135	9TH - 25	9TH - 9	9TH - 4
10TH - 130	10TH - 20	10TH - 7	10TH & out - 2
11TH - 125	11-out 20	11TH - 5	
12TH - 120		12TH & out - 3	
13TH - 115			
14TH - 110			
15TH - 105			
16TH - 100			
17TH - 95			
18TH - 90			
19TH - 85			
20TH - 80			
21ST - 75			
22ND - 70			
23RD - 65			
24TH - 60			
25TH - 55			
26TH - 50			
27TH - 45			
28TH - 40			
29TH - 35			
30-out 30			

REGULAR RACE LENGTHS

LATE MODELS: HEATS 10 LAPS, A FEATURE 35 LAPS,
B FEATURE 12 LAPS

STREET STOCKS: HEATS 10 LAPS, A FEATURE 30 LAPS,
B FEATURE 12 LAPS

THUNDERCARS: HEATS 10 LAPS, A FEATURE 30 LAPS,
B FEATURE 12 LAPS

FIGURE 8's: HEATS 10 LAPS, FEATURES 25 LAPS

PRO COMPACTS: HEATS 10 LAPS, FEATURES 25 LAPS

THUNDER ROADSTERS: HEATS 10 LAPS, FEATURES 25 LAPS

SPECIALS WILL BE ANNOUNCED IN ADVANCE

A minimum of 25 points will be earned