

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 (non-adjustable mounting points)

2750 lbs

Stock Clip utilizing strut type suspension

2825 lbs

Manufactured. Front Clip

2850 lbs

(Items below apply to ALL Clip type Cars)

Use of 5" Standard Springs

Deduct 25lbs

Steel Shocks

Deduct 25lbs.

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. Maximum tread-width measured at spindle height is 78" measured outside of tire to outside of tire.
2. Deduct 25 lbs for full metric chassis w/ stock lower suspension as long as stock steering box and 4 link suspension is utilized.
3. Aftermarket upper A-Frames allowed.
4. One shock, one coil spring and one bump spring per wheel. No Canisters of any kind. **Additional shock rules may be announced.** Bump spring pre loaders are not allowed.
5. Teams utilizing four shocks from the approved economy shock list on the CRA website may deduct 75 lbs. The list will be published by December 31, 2019 under tech tab at cra-racing.com.
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. All parts of rear suspension must be solid, one piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
9. **The standard spec. tire is the Hoosier D800.**

Engine:

1. Engine must use cast iron block and heads.
2. 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 and aluminum intakes are allowed.
4. 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).
5. Center of crankshaft must have a minimum 10" ground clearance.
6. Any two or four barrel carb allowed (no Predators).
7. F.A.S.T. ignition system may be required in 2021 and beyond.
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

Deduct 100 lbs

Box stock 604 Factory sealed and unaltered with CRA updates

Deduct 150 Lbs.

Box stock 604 Factory sealed and unaltered without CRA updates

Deduct 200 Lbs.

Aluminum Heads (excluding Crate)

Add 50 lbs

Dry Sump Engine

Add 50lbs

For tracks ½ mile or larger

Engine under 364 c.i. excluding Crate

Deduct 50 lbs.

Sealed McGunegill (7200 rev limit) Steel Heads

Deduct 50 lbs.

Engine over 410 c.i.

Add 50 lbs.

Transmission/Rear End:

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.
3. Cars must utilize a working rear end (i.e. a spool or similar). This is mandatory in 2020.
4. Teams using an aluminum case, internal clutch transmission (i.e. Bert, Brinn, Falcon) or the spec., magnus sealed Muncie style two-speed transmission part #13100 may deduct 50 lbs.

Body:

1. Except where specified below, this division will use rules 1 – 14 under the eligible car and body guidelines listed in Section A of the CRA Super Series rules.
2. 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, Aluminum, 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). No Gen 6 body parts or updated ARP race skin components are allowed.
3. All parts of the car must be high enough to roll over scale ramps and scales freely..
4. 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.
5. The maximum front overhang measured from the centerline of the front wheels to the leading edge of the nose is 46".
6. 20 inches is the min. length allowed for the nose, measured from the bottom, leading edge at center, up to the hood seam.
7. Noses must be centered on car and no wider than 79.5".
8. The maximum rear overhang from centerline of rear wheels to the base of the spoiler is 47".
9. The minimum roof height is 47", measured 10" from front windshield.
10. The maximum rear ¼ panel height is 34.5".
11. The maximum body width at any point is 79.5".
12. The rear deck should remain relatively flat side to side and front to rear.
13. Spoiler must be centered on car and may not exceed 390 sq. inches (ex 6.5" x 60" or 6"x 65").
14. Rub rails may only be used if they are polycarbonate.
15. Tape may not be used anywhere on car to control the flow of air or seal/secure seams between body panels. (unless approved for repairs) The only exception is tape may be used on the radiator grill opening.

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.
- The rules concerning material usage, such as carbon fiber, in the CRA Super Late Model section of the CRA rules apply to this division.
 - A collapsible steering column is highly recommended.**
 - 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:

- Cars must utilize a street-type American made chassis (1965 or newer). 105" min wheelbase.
- 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.
- Races longer than 50 laps will have a 1lb per lap over 50 laps allowance.
- 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.
- 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.
- No cage or body supports may run through the body or windshield.

Transmission:

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

Suspension:

- No Bump-Stops or suspension travel limiting devices. No coil binding. No height must be a minimum of 4" at all times (untouched after race included).
- No aftermarket lower A-Frames (O. E. M. mounting towers only).
- No aftermarket or made for racing spindles Must be OEM style spindle.
- 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.
- 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. Lower trailing arms may be no longer than 22" and upper arms may be no longer than 11.5". (1" tolerance on both without weight penalty. 50 lbs per inch over tolerance weight penalty.)
- No 3-Link or Panard Bar set ups. **Even if they were stock for the chassis.**
- 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.**
- Ford 9 inch rear ends are permitted. Rear Ends must be locked and utilize spool, welded spider gears or an axle "plug" extension to lock the rear end. Cambered rear ends are not allowed **without weight penalty.** No Quick-change rear ends.
- Max. 78" tread width from outside to outside of tire at spindle height.
- 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.
- Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
- Maximum 8" wide steel wheels only.
- The spec. tire for this division is the 15" Hoosier Comanche
- Built in air jacks are not allowed.

Engine:

- Engine must be cast iron (block & heads). No Dry Sumps.

- Use of Roller Cams/Lifters is discouraged and therefore any team NOT using them may deduct 50 lbs.
- Heads must be standard valve angle. NO shaft mounted rockers.
- Aluminum intake allowed with no penalty..
- Headers may be used with a **25 pound penalty (no 180's or over the top headers).**
- Engines under 365 c.i. with max. compression of 10.5 to 1 and max. rpm. of 7,000 rpm. may **deduct 50 lbs.**
- Engines over 412 c.i. must **add 50 lbs.**
- Use of Chevrolet 602 and 604 crate engines are allowed. See separate rule sheet under tech tab at www.cra-racing.com
- 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.
- Exhaust must exit behind the driver and beneath car or under frame.
- 2 or 4 barrel carburetors only. No Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets.
- F.A.S.T ignition systems may be required in 2021 and beyond.

Body:

- No compact or sub compact bodies. Standard Chevelle, Nova, Monte Carlo, Regal, and Cutlass, 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 racing.
- An aftermarket firewall and floor pan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items.
- 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 and engines, body excluded. 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. No 2008 or newer Challengers nor 2010 or newer Camaros nor 2005 Mustangs or newer without a weight penalty.
- 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.
- Body dimension sheet and additional body rules are posted under the (Tech) tab on the CRA website CRA-racing.com.
- Fiberglass or Aluminum hoods may be used with a 25lb penalty. They must not be flat and must have detail lines and appear stock.
- 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).
- Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled. Horizontal centerline of front bumper-cover must be a minimum height of 16".
- Rooflines must have stock appearance ("Chopped Roofs" may result in additional weight penalty).
- Side windows may go no further back than 6" 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 Fourteen and 1/2 inches (14.5") in vertical height.
- 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.
- Minimum roof height with standard roof rake is 50 inches.

13. 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.
14. Rub rails may only be used if they are polycarbonate.
15. No under car panning. No metal below frame rails. No redirecting of air under the car
2. A collapsible steering column is highly recommended
3. No carbon fiber use of any kind other than personal safety devices
4. Radios Not Allowed. Drivers MUST use a scanner to monitor race control.

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 10" ground clearance

TECHNICAL RULES: THUNDERCARS

Eligible Cars

1. All cars must be 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. 2 x3 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.
3. The minimum weight for all cars is 3,200 pounds, 56% left side weight with the driver.

Engine & Transmission

1. Engine must be cast iron (block & heads) Dry sumps are prohibited.
2. Heads must be standard valve angle for manufacturer's engine. GM cylinder heads must be 23 degrees. Shaft mounted rockers are prohibited
3. Aluminum intake may be used with a 50 lb penalty.
4. Headers may be used with a **50 lb penalty (no 180's or over the top headers)**.
5. The 2nd plug on the left side of the engine must be located within 1" of the center of the ball joint..
6. Engine must be from same frame manufacturer.
7. Any Holley or Rochester carburetor is permitted. Carburetor spacers are permitted with a 1" maximum
8. Ignition system must remain completely OEM. After market distributors, MSD boxes and add on electric amplifiers are prohibited.
9. Exhaust must exit behind the driver.
10. Roller cams are prohibited. Roller rockers may be used.
11. Aftermarket, wet sump, oil pans are permitted
12. Cars may use a stock, OEM Automatic transmission with a working reverse. All cars must have a working, stock appearing torque converter.
13. Drive shaft and yokes must be steel and painted white.
14. 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.
15. Oil coolers are not permitted inside the driver's compartment.

Suspension, Tires, Wheels and Brakes

1. Bump stops or travel limiting devices are prohibited. Coil binding is prohibited.
2. Aftermarket, lower tower A-frames are prohibited. (O.E.M. mounting towers only)
3. Aftermarket or made for racing spindles are prohibited. O.E.M. Style spindles must be used.
4. Standard, aftermarket upper A-frames may be used. Slider adjusted mounting towers are prohibited.
5. Factory or O.E.M. style Trailing Arms must be used and must have top links with stock type bushings and must be stock mounted. Tubular trailing arms or heim ends are prohibited. Trailing arms 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. They must be steel, non-adjustable and utilize bushings welded into the Trailing Arm. Lower Trailing Arms may be no longer than 22" and upper Arms may be no longer than 11.5". (A 1" tolerance for both with no penalty,
6. Adjustable eye bolt sway bars are prohibited. O.E.M. stock type sway bars must be mounted in stock location with a maximum diameter of 1.25".
7. Heim joint tie rods or sleeves are prohibited.
8. 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.
9. Left front wheel may have no more than 1.25" of camber
10. 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. Cars may use adjustable spring cups in front only
11. Jack bolts and spring cups may be used on the rear only.
12. OEM rear housing must be used for the make of car. 9" Fords are permitted. Floaters are not permitted.
13. The rear end differential may be open, pos. or locked.
14. 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.
15. 1" lug nuts are required on all wheels. Big studs are permitted
16. Racing wheels are mandatory. All cars must use maximum 8" wide, steel, racing wheels. Magnesium, aluminum or slotted wheels are prohibited.
17. Tires for these divisions are the 8" Hoosier Camanche.

Body, Frame and Interior

1. A complete, stock appearing bumper to bumper, steel body must be retained. T-Tops & spoilers are not permitted. Stock appearing aftermarket bodies are permitted.
2. 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. "Cow Catchers" are Prohibited. An aftermarket, stock appearing nose is permitted.
3. All glass and plastic, excluding front windshield, must be removed from every area of the car (headlights, taillights, mirrors, etc.)
4. The front windshield may be replaced, if necessary. (Lexan is acceptable). Windshield protection bars may be used. Cars must have at least 3 support bars and screen without windshield.
5. The rear clearance must be 6" at the front trailing arm mount. Front clearance must be 6" at the front body mount. Fuel cell clearance must be at least 10".
6. A 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.
7. 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.

8. 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.
9. 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 of the rear hub to the back of the cage at the frame mounting point.
10. 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. Figure 8 cars must have at least 4 bars on the right side.
11. All cages must have a 1/4" aluminum or 1/8" 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.

Safety

12. 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; The tank must fill from inside the trunk with no holes cut in the trunk lid. One tank only permitted.
6. Fuel lines may not run through the driver's compartment

TECHNICAL RULES: **THUNDER** **ROADSTERS**

INEX Rules Apply

TECHNICAL RULES: **Front Wheel Drive Oval**

Overview

In an effort to introduce new people to the fun and excitement of stock car racing, Anderson Speedway has developed the F.W.D division. (Front wheel drive cars). These cars are not intended to be performance, race-type vehicles. These cars are to be stock with only modifications outlined below. The goal is to have inexpensive (almost disposable) cars to race. Any effort to make them lighter, go faster or handle better is illegal. Only modifications for safety outlined herein are allowed.

Eligible Cars:

1. Car must be a subcompact style, 4 or 6 cylinder models. A select few midsize vehicles are permitted with prior approval of the technical director. Car must be a stock, street legal vehicle with modifications for safety. DOHC engine is permitted.
2. Convertibles, 4-wheel drive, rear engine, mid-engine and trucks are not permitted.

Safety Equipment:

1. Car must have as a minimum, a driver's roll bar.
2. Roll cage must be 4 or 6 point design and constructed of 1.75" or 1.5" (minimum), .095" steel tubing.
3. 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.
4. Main hoop of cage must include a diagonal reinforcing bar.
5. 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. Driver's door bars must be covered with steel plate on the outside (minimum 1/8" thickness).
6. 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.

7. 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.
8. 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.
9. 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.
10. 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.
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. Front wheel drive Figure 8 car must have a minimum 1/8" steel door plate welded or bolted on the outside of the driver's door. It must encompass the A and B pillars for structural safety and a rear roll bar.

Body:

1. All exterior trim, including lights, body moldings, mirrors, all glass etc. must be removed, except for the complete factory, front windshield. Windshields may be replaced with Lexan. Lexan windshields must have a minimum of 3 upright, support bars spaced no more than 5" apart. These support bars must be at least ½" in diameter. Cracked windshields which impede the driver's vision must be replaced.
2. The outer body must remain unchanged and fully stock. Aluminum or fiberglass is not permitted.
3. The rear window frame on hatchback cars may be removed. If removed, the deck portion must be replaced with sheet metal to retain stock appearance.
4. Hoods and trunks must have hood pins for easy access and not be bolted down.
5. Doors must be bolted or welded shut. Sock door hinges must remain in place.
6. The stock steel floor pan, trunk area, trunk floor and wheel wells must be retained and unaltered. Lightening of these components is not permitted. Sharp, protruding objects on car or in driver's compartment must be removed.
7. The driver's door inner panel must remain in place or be suitably replaced by padding.
8. All flammable material must be removed except for the factory dashboard.
9. Front firewall must be sealed with no holes. A complete firewall must seal the trunk area from the driver's compartment. The factory, rear seat back framing, may serve as a firewall.
10. There can be no additional weight or ballast attached to the vehicle.

- Sunroof openings must be entirely covered with steel or welded closed.

Tires and wheels:

- Any 13", 14", 15" or 16" D.O.T. Series 70, 75 or 78, all season or all weather tire may be used. Tires must have a standard road tread design with visible regular tread grooves. Tires must be the same size and Series on all four corners. Low profile, racing or snow tread tires are prohibited. Tire shaving and buffing is prohibited. Recapped and retreaded tires are prohibited.
- Soaking tires or use of tire treatment, including "armor-all" is prohibited.
- Right side wheels must be steel racing wheels with a 3 1/2" offset...Left side wheels may be stock or racing with a 3 1/2" offset.
- Only maximum 7" wheels are permitted. Offsets and spacers are prohibited.
- Tires and wheels shall not extend beyond the bodywork in an unsafe manner.
- Wheel stud threads must be visible above the top of the lug nuts. 1" lug nuts are permitted and encouraged.
- The right front wheel may have a maximum of 2" of camber. Adding camber to other wheels is prohibited..

Suspension, Drive train, and Brakes:

- Suspension must remain factory stock for the make and model with no alterations .All four corners of frame/underside of the chassis must be within 1" of level as manufactured. Vehicles must maintain original track width.
- Car must maintain a minimum of 5" ride height. No body panel, skirting, or frame rail lower than 5" above the ground is permitted...
- All four brakes must work. ABS sensors must be disconnected or removed. Functioning ABS systems are not permitted.
- Deviation from stock brakes is not permitted. Brake bias, braking assisting or traction controlling devices are not permitted.

Engine and Transmission:

- Engine must be 4 or 6 cylinder and stock for the model, year and make of the car.
- Engine must be in stock location.
- Engine must have a single carburetor or factory fuel injection not to exceed 2 barrels.
- Factory air cleaners are required
- Intake and exhaust manifold must be stock manufacturer's original.
- Headers of any kind are not permitted, even if stock.
- Turbo or Rotary engines are not permitted.
- Any car that has an improved inner engine for racing performance will be disqualified.
- Compression ratio may not be altered from stock.
- Exhaust must be a single, completely sealed factory designed system and must remain factory quiet. Turbo, Glass Pack or similar style mufflers are not permitted.
- Exhaust system must exit behind the driver and the last 6" of the exhaust pipe must not exceed 2" inner diameter and must be visible for inspection. Flexpipe or side exiting exhausts are not permitted.

- Car may utilize the stock factory location for the battery or the battery may be moved to a safe location inside the car in a covered, spark-proof box made for this application.
- All ignition systems must remain stock. Aftermarket or racing improved ignitions is not permitted. A racing style on/off switch may be added for the purpose of starting and shutting off the engine. Aftermarket plug wires and cap are permitted.
- Screwdrivers may not be used as a key.
- The factory, stock steering column must be unaltered except for a safety breakaway may be added.
- Radiator must contain water only. Antifreeze is not permitted.
- Factory stock fuel tanks, located in front of the rear wheels may be used with the addition of at least 2 additional steel straps. All other fuel tanks or cells must be mounted in the trunk area between the rear wheels, as far forward as possible. These tanks must be secured with steel straps, bolts and oversized washers. A complete, steel firewall must be between the tank and driver's compartment. Fuel lines may not run through the driver's compartment.
- Transmission must be factory stock for the car. 3, 4, 5 speed or automatic transmissions are required.
- 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, nitro methane) are not allowed. Use of benzene or nitro methane will result in expulsion from the Event.

Technical Rules: **Ford Division**

- The division was created to be an affordable, entry-level way to enter stockcar racing. Keeping the cars very stock is the priority. Changes not listed in these rules are not allowed.
- Eligible cars are only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car 1995 and newer.
- Engine must remain an entirely stock 4.6L SOHC engine. Manifold stock. Air filter stock.
- Radiator must contain water only.
- Battery may remain in stock location or moved into a secure box.
- Fuel kill switch must be in rear of deck or behind drivers roll cage or kill all switch if battery is relocated.
- Exhaust must go beyond the driver and exit to the side or rear.
- Transmission must remain entirely stock.
- Rear end must remain entirely stock. Factory gear only. 2.73, 3.27, 3.55, and 3.73 ratios only. No aftermarket lockers. You may weld the spider gears.
- Must be a minimum 4-point roll cage with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side. Cage must be welded to the frame and not the floor pan. A driver's door plate is

- required. It must be 1/4" thick steel and measure 18" by 48". It can be on the outside or inside of the car.
11. A racing seat is required with a 5-point racing harness. Belts can be no older than 3 years past the clearly marked manufacturer dates on them.
 12. A properly mounted window net is mandatory and must be used at all times on track including the infield.
 13. Steering column must remain stock. Adding of a quick disconnect steering wheel is allowed.
 14. Windshield must remain stock and strapped in place. Must have 3 solid steel vertical bars in front of the driver. All other glass and mirrors must be removed.
 15. Dash must be stock. All airbags in the car must be removed.
 16. Pedals must remain stock.
 17. No adding of any weight to the entire car.
 18. No altering of the suspension including sway bar links. No spacers of any kind. No air-ride. No cutting, no heating, or no lowering of springs. Shocks and springs can only be replaced by same stock parts or OEM replacements (can cut two 2" holes above rear shocks to access top shock nut).
 19. Caster and camber may be adjusted as factory adjustments allow. No other modifications.
 20. All season tires only. These tire sizes only 235/55/17, 225/60/16, and 215/70/15. No high performance tires. No directional tires. No autocross tires. No tire soaking or treating. Goodyear RSA tires dated 2017 or older only are permitted.
 21. Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spacers. No offset wheels on cars 2001 and newer.
 22. Bumpers must remain stock. Any sharp edges or points must be addressed. A steel-tubing towing hoop is required welded to the top of the front bumper. It can no wider than 3" past the frame rails. No rear bracing.
 23. The hood and truck lid must have hood type pins for easy access by track officials. No bolting down.

Technical Rules: **Pro Compacts**

VORES Compact Touring Series Rules Apply

Technical Rules: **Front Wheel Drive Figure 8**

1. Safety is the #1 priority!
2. Open to all Front Wheel Drive cars that fit into series rules such as: Vore's, Race 8, and Front Wheel Drive Oval.

3. Must use race seat, racing belts, door plates, and a roll cage.

Technical Rules: **Non-Wing Sprint Cars**

Types of Cars

1. Only normal traditional sprint car bodies will be permitted.
2. Supermodified or Roadster type bodies are not permitted.
3. No rear-engine sprinters or wings.
4. No offset chassis are allowed.
5. All cars shall be rear wheel drive only.
6. The rear axle offset shall be determined by measuring from the farthest portion of the wheel to the centerline of the rear axle centerline assembly. The maximum distance allowed is forty-three inches.
7. The total overall width is seventy-eight inches, front and rear.
8. All cars must be equipped with roll cages.
9. Cars must have full belly pan. Additionally, all cars must utilize a BLANKET underneath the belly pan
10. Fuel Cell with Bladder is Mandatory
11. Fuel tanks may not protrude from the body of the car nor shall it cause lines of car to be altered out of shape or exposed outside the body and must be located in a standard, safe location.
12. All cars must weigh a minimum of 1,300 lbs before, during and after qualifying and the race without the driver.
13. No starters or clutches are permitted on cars at any time.
14. Methanol ONLY. Gasoline is prohibited.

Tires

1. Tires limited to 20-inch cross-section maximum (measured with hoop)
2. All cars must start the race on the same tires that were used to qualify their car.
3. All cars must utilize "Hoosier" tires. (Tire bulletin will be released before each season with permitted tires).