

P. O. Box 2440 / Anderson, IN 46018 / 765-642-0206

For ALL Technical Questions Call the Main Office – (765) 642-0206

2026 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/her 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, 2026, 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.

TABLE OF CONTENTS

GENERAL RULES	2
RACING PROCEDURE RULES	3
SAFETY RULES AND EQUIPMENT	4
CAR NUMBERS, LICENSE, AND INSURANCE REQUIREMENTS	5
Car Numbers:	5
License Information:	5
Insurance Requirements:	5
Point System and Regular Starting Procedures	5
Special Track Safety Notice	5
PIT PASS PRICES	6
SPEEDWAY POLICY REGARDING USE OF OR POSSESSION OF ILLEGAL DRUGS OR SUBSTANCES	6
TECHNICAL RULES: ANDERSON LATE MODEL	7
TECHNICAL RULES: FORD DIVISION	8
TECHNICAL RULES: FRONT WHEEL DRIVES	9
TECHNICAL RULES: STREET STOCKS	11
TECHNICAL RULES: MODIFIEDS	13

GENERAL RULES

(For all Owners, Drivers, and Crew Members)

The following are rules that apply to all car owners, drivers, pit crew members 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 designated representative **MUST** report to the pit office upon entering the pits to report the car # and driver for each division for the night's events and pick up the transponder for their car. 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 an event if his scheduled driver drives the car in that event. Driver points will go to the driver of record for that night 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. **When transponders are used for scoring, it is mandatory all transponders be affixed to the vehicles properly and with an approved transponder bag. 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 the racetrack.**

4. The registered owner and/or driver of a car must be present and compete. The absence of a registered owner and/or driver to compete in their own vehicle for more than two weeks will result in the 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.

5. Standard driver's meetings will be held immediately following the night's qualifying or at a designated time by the race director. **If you do not attend the driver's meeting, you are subject to being placed at the tail of the races. Attendance will be taken.**

6. Practice or hot laps will not be permitted on the track until all necessary safety equipment arrives and is in place for the event.

7. Drivers or cars 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, gloves, seat belt and shoulder harness, neck restraints, fire extinguisher in-car and complete, approved fire suit.

8. 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.

9. All drivers must be 18 years of age unless they receive prior approval from the Speedway management. Pit crew members 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, and a copy of their birth certificate 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!**

10. 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 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 racing 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.

11. 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, crew members 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!**

12. 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.

13. 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 is able and free to withdraw their car from competition at any time and remove it immediately from Anderson Speedway property.

14. 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 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.

15. 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 and loss of all accumulated points. Absolutely no alcohol is allowed to be consumed in the pits before or during racing activities.

16. 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.

17. Technical infractions will be subject to sanctions imposed by Management and may range from immediate correction of the problem, additional weight to the car, other equalizing adjustments, or disqualification.

18. Track officials may inspect any car or cars for any reason or purpose they deem necessary, at any time.

19. 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.

20. 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.

21. 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.

22. Any part that is found to be illegal or questionable by Speedway officials can be immediately confiscated and become the permanent possession of Anderson Speedway. (if you don't want to lose the part, don't bring it to the track)

23. The speed limit in the pit area is 5 mph. Disciplinary actions will be taken against those in violation of this.

24. No person shall be permitted in the infield or on the ramps at any time unless otherwise specified by management.

25. 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.

26. 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 specific division.

27. 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 \$35 charge for any check that is reissued, and an additional \$35 charge for any check that has to have a stop payment placed on it.

28. 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 and points will not be tolerated.

29. 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 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 racetrack or verbally delivered by the officials of the Speedway.

30. Any reference to "cars" 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. The driver will have two laps on the track to get to their position if they are not there when they come out of the pits. If they don't get there by then they will start where they are at.

3. Qualifying will consist of two (2) timed laps unless otherwise noted.

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. Cars must maintain their positions until they cross the start finish line.

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 because 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 started driving policy.

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. When the leader enters the restart zone coming off turn 4 they will pick either inside or outside. Cars behind the leader must follow the opposite of the car in front. If you do not follow you will be moved to

the tail. 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. If you feel you are not being lined up in the proper position please drop to the bottom of the front stretch and ask for clarification, do not refuse to move. 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. A "free pass" rule for the first lapped car will be implemented until 10 laps to go in the feature event.

10. During red flags, all cars must stop immediately and safely. Once permitted by officials, all cars that go to the pits must restart 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 (with exception to a car running over their qualifying time) 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). If you run over your qualifying time by .3 sec in the heat race you may be subject to being placed on the tail of the feature event.

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 after qualifying & heat races and top 5 after the feature.

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 \$75 will be levied for a trophy that is not returned by a disqualified car.

18. All results will be posted following the race events and will become official 30 minutes after posting. (Posting may be on-line or at a designated spot at the track). Any protest of the results must be in writing and delivered to the race director or track management within 30 minutes of posting. Management may delay the official results if circumstances warrant investigation.

SAFETY RULES AND EQUIPMENT

1. All cars must have a complete roll cage and be approved by tech officials, except as noted in rules. 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 and 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 within **manufacture valid dates**. They must fasten directly to the frame and cage.

6. A racing helmet that meets **Snell 2015 (This is the final year for Snell 2015. Snell 2020 will become the new minimum standard)** 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. Racing gloves are required at all times. A neck restraint such as a HANS device is highly recommended and may be required in the near future. **Racing gloves are REQUIRED.**

7. Steering columns must be padded with 2 inches of resilient material and a breakaway steering shaft is highly recommended.

8. A standard, full-sized 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 is allowed performance and masking additives are prohibited.

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 \$50 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 doorplate made of $\frac{1}{4}$ -inch aluminum of $\frac{1}{8}$ -inch steel measuring 20 inches high and extending from the front door post to the rear door post.

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 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 \$50.

22. Any solvents or chemicals applied to the tire that alter the chemical makeup of the compound or have the effect of altering tire durometer is prohibited. Any attempt to artificially cool the tires or to overheat them will be grounds for further penalties. Fines may consist of but not limited to points, monetary fines, and/or suspensions.

23. All cars must use a radiator overflow catch-can with a minimum $\frac{1}{2}$ -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 2026 car number, a license must be purchased and issued. An owner may be required to put an initial behind their car number if there are duplicate numbers. In some events you may have to change the number instead of adding an initial.
4. Reflective or mirrored numbers are not permitted and those using them face the possibility of not being scored.
5. Numbers should be on both sides of the car on the front door. Numbers should be legible from the tower, large & in contrasting colors please.

License Information:

1. All drivers and owners must have an Anderson Speedway membership license before they can be eligible for points, 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. Membership must be purchased before an event begins for the owner to receive points for that event. Retroactive points will not be given.
2. The license fee for 2026 will be \$75 for owners and owner/drivers, \$60 for drivers, crew and others and \$10 for a temporary license (one event). If an owner has more than one car there is an additional \$20 fee for each car registered.
3. All drivers should have a valid 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 Anderson 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 (band) before entering the restricted area or competing. Any attempt to circumvent this policy, including exchanging bands or using previous event bands 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 the injured 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 the 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, 2026.

RACECEIVERS

1. Driver ear receivers able to hear directions from the tower will be required for all participants. Devices may be purchased from the Speedway at race events. Raceceiver setting is 464.5500.
2. If you do not have one when checked by the safety team, you will be sent back to the pits. Drivers are not guaranteed time to reenter the racing surface.

SPECIAL TRACK SAFETY NOTICE

1. No one including drivers, crew members, guests, 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. The 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 races.

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/Scorer deems appropriate. Cars who elect to not start in their designated spot must start from the tail of their designated heat.

Features:

Feature races will be lined up based on qualifying. The fast qualifier will draw for a 4, 6, or half (8) inversion for the Feature race. (Only half of the field will be inverted for any feature event.) The person drawing for the inversion may be changed from time to time at management's discretion, i.e. fans, sponsors. See "Breakout Rule" #11 under Race Procedures.

YEAR END POINT FUND

The Year End Point Awards 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. 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 races in their respective division to be eligible for post season awards.

PIT PASS PRICES

Pit pass prices for Regular 2026 Events will be \$30 for members and \$35 for non-members. Special events may vary.

As an added bonus a guest pass given with a membership pass will 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. Anyone 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 race director prior to the participant's entry into any Speedway activities. Failure to notify will subject the participant to penalties as described above.

TECHNICAL RULES: ANDERSON LATE MODEL

Chassis Option and Base Weight Minimums: 2825 lbs

1. All weights will be before the race. For post-race total weight rules, if requested by officials teams may be required to refuel, or officials may utilize "1 lb per lap" burn-off.
2. Maximum 59.0% Left Side weight at all times.
3. Maximum 59.5% Left Side weight cars using Standard Crate Engines as used in TurnOne/CRA PRO Series rules
4. Fabricated or Stock clip late model chassis

Suspension:

1. Minimum wheel base 101" Maximum 1/2" difference side to side.
2. Maximum tread-width measured at spindle height is 80" measured outside of tire to outside of tire.
3. Aftermarket upper A-Frames allowed.
4. One shock, one coil spring and one bump spring per wheel. No Canisters of any kind. Single adjustable shocks only, Bump spring pre loaders are not allowed.
5. Teams utilizing 4 shocks from the APPROVED Economy Shock List may deduct 50lbs
6. Economy Suspension Packages
Package 1# Teams may deduct **50 lbs** for using only one non- adjustable AFCO 21 Series Shock per wheel (or ShadyBowl Specific LM Shock)
Package 2# Shocks from HRA Economy Shock List (**Will be updated for 2026**) may deduct **100 lbs** Both are with no bump springs, bump stocks, coil binding or chassis stops of any kind. Will be checked at a minimum, by putting front tires on 1/2" blocks and nose or cross member MUST touch the ground. Only one 360 degree spring rubber permitted per wheel.
7. Maximum 8" wide steel wheels only. (10" permitted at Anderson & Shadybowl)
8. Must have working brakes on all four wheels.
9. 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.
10. The Standard Spec tires will be the Hoosier F-70, and F-75 designated by event.

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. 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, all cars must utilize a working locked rear end (i.e. a spool or similar).
4. Teams using an aluminum case, internal clutch transmission (i.e. Bert/Brinn/Falcon) the SPEC Magnus sealed "Muncie Style" 2 Speed Transmission part #13100, or unaltered standard 3 or 4 speed Saginaw or Muncie transmissions may deduct **25 lbs**.

Engine:

1. Engine must use cast iron block, Heads can be either Aluminum or Cast Iron.
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 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. Crane, Fast, Daytona Sensor, MSD 6427 Ignition system required for any package with rpm limits.
8. Crate Engines must follow JEGS Series rules including carb and ignition box.
9. Engine/Weight Combinations (to base weights above):
Box Stock 604 Factory Bottle Cap Seals ONLY Sealed & Unaltered (w/o CRA updates) Deduct 75lbs
Box Stock 602 Factory Bottle Cap Seals ONLY & Unaltered Deduct 125 lbs
Dry Sump Engine Add 50 lbs

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, 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 1/4 panels MAY BE FABRICATED but must be similar in appearance to

those produced by ARP/5Star for these rules). The Five Star Next Gen body has been approved for competition. The AR Revolution body Must add **25 lbs with a 6-½" x 60" spoiler**.

2. Also, no panels allowed extending top edge of doors. No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame. Maximum drivers tub length is 52 1/2" and the maximum width of frame is 53 1/2".
3. All parts of 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 1/4 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 rear tail piece. Max spoiler size is 6-½" x 60" for the ABC gen 1 bodies and 6-½" x 64-½" for the Five Star Gen 2 bodies.**
14. Rub rails may only be used if they are polycarbonate.
15. If exhaust exits through the door, installation must include an exhaust flange that is mounted flush to the door. Maximum 1/2" gap around the exhaust pipe. Pipe must not protrude through door.
16. The standard opening for the grill screen area, as approved for manufacturers production, must be maintained at all times.
17. No types of under-body air deflectors are allowed. All air for blowers or coolers in the engine compartment must be pulled from the nose or the radiator air box. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may be no wider than 29" and may not be carbon fiber.
18. Tape may not be used anywhere on the car to control the flow of air or seal/secure seams between body panels (unless approved for repairs). Only exception is that 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.
2. A collapsible steering column is highly recommended.
3. Radios are allowed. Drivers must use a Scanner to monitor race control or Spotter must use Scanner to monitor race control.
4. Titanium, Inconel or exotic metal are not allowed for use in any way on the race car. No hollowed-out bolts of any kind on suspension components.
5. Officials may change any of L.M. Sportsman rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation.

Anderson Speedway Rules Only:

1. 10 inch wheels are permitted. 8" wheels can be used and deduct 100 lbs.
2. Anderson Speedway tire rule (1 tire a race) will be in place for non-CRA races.

TECHNICAL RULES: FORD DIVISION

1. 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.
2. Eligible cars are only the Ford Crown Vic, Mercury Grand Marquis, or Lincoln Town Car 1995 or newer.
3. Engine must remain an entirely stock 4.6 L SOHC engine. Manifold stock. Air filter stock.
4. The radiator must contain water only.
5. The OBD Port must work at all times.
6. Battery may remain in stock location or moved into a secure box.
7. Fuel kill switch must be in rear of deck or behind drivers roll cage or kill all switch if battery is relocated.
8. Exhaust must go beyond the driver and exit to the side or rear.
9. Transmission must remain entirely stock.
10. 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.
11. 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.
12. 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.
13. A properly mounted window net is mandatory and must be used at all times on the track including the infield.

14. The steering column must remain stock. Adding a quick disconnect steering wheel is allowed.
15. Windshields 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.
16. Dash must be stock. All airbags in the car must be removed.
17. Pedals must remain stock.
18. No adding of any weight to the entire car.
19. 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).
20. Teams are allowed no more than 1" Caster and Camber. No other modifications.
21. All season tires only. These tires sizes only, 235/55/17, 225/60/16, and 215/70/15. No high-performance tires. Minimum Treadwear of 400. No directional tires. No autocross tires. No tire soaking or treating. Goodyear RSA tires & Firestone Firehawk Pursuit tires are permitted.
22. Must be steel stock wheels. All 4 wheels must be the same size and offset. No wheel spacers. No offset wheels on cars 2001 or newer. 1" lug nuts are required on all wheels. Must have all four brakes and they must work at all times. Drilled or slotted rotors are allowed.
23. **New Five Star Racecar Bodies Crown Vic Interceptor Nose Piece will be allowed**, stock bumper behind must remain. Nose Piece needs to be securely mounted! 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 be no wider than 3" past the frame rails. No rear bracing.
24. The hood and trunk lid must have hood type pins for easy access by track officials. No bolting down.
25. No filler panels on top of doors permitted.
26. Side view mirror covers may not extend past the current opening or bubble out.

TECHNICAL RULES: FRONT WHEEL DRIVES

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. The 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. The car must be a stock, street legal vehicle with modifications for safety. A DOHC engine is permitted.
2. Convertibles, 4-wheel drive, rear engine, mid-engine and trucks are not permitted.
3. The wheelbase must be within a 1/2" on each side of the standard OEM Chassis.

Safety Equipment:

1. Cars must have at 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 1/4" 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 the 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 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 driver Figure 8 cars 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 molding, 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 $\frac{1}{2}$ " 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. Stock 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 the car or in the 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. The 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.
11. Sunroof openings must be entirely covered with steel or welded closed.

Tires and wheels:

1. Hoosier 790 & 795 tires and any 13" 14" 15" 16" D.O.T. 60-85 Series all season or all-weather passenger car tires may be used. Tires must have standard road tread design with visible regular tread grooves. Tires must be the same size and series on all four corners. No low profile-type tires. No racing or snow-tread tires allowed (only racing tires allowed are Hoosier 790 or 795). No tire shaving or buffing.
2. Soaking tires or use of tire treatment including "armor-all" is prohibited.
3. **All four wheels** must be racing wheels with a 3 $\frac{1}{2}$ " offset.
4. Only maximum 7" wheels are permitted. Offsets and spacers are prohibited.
5. Tires and wheels shall not extend beyond the bodywork in an unsafe manner.
6. Wheel stud treads must be visible above the top of the lug nuts. 1" lug nuts are permitted and encouraged.
7. The right front wheel may have a maximum of 3" of camber. Adding camber to other wheels is prohibited.

Suspension, Drive train, and Brakes:

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

Engine and Transmission:

1. Engine must be 4- or 6-cylinder and stock for the model, year and make of the car.
2. Engine must be in stock location.
3. **No twin overhead cam engines**
4. Engine must have a single carburetor or factory fuel injection not to exceed 2 barrels.
5. Factory air cleaners are required.
6. Intake and exhaust manifold must be stock manufacturer's original.
7. Headers of any kind are not permitted, even if stock.
8. Turbo or Rotary engines are not permitted.
9. Any car that has an improved inner engine for racing performance will be disqualified.
10. Compression ratio may not be altered from stock.
11. 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. Flex pipe or side exiting exhausts are not permitted.
12. The 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.
13. 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 caps are permitted.
14. Screwdrivers may not be used as a key.
15. The factory stock steering column must be unaltered except for a safety breakaway may be added.
16. The radiator must contain water only. Antifreeze is not permitted.
17. 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.
18. Transmission must be factory stock for the car. 3,4,5 speed or automatic transmissions are required.
19. Fuel is restricted to pump gasoline or racing gasoline. Alcohol (methanol or ethanol) or E86 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 nitro methane will result in expulsion from the event.

TECHNICAL RULES: STREET STOCKS

Please Read the General Rules for Procedures & Additional Information

Chassis/Base Weight:

1. Cars must utilize street-type American chassis (1965 or newer). 105" min wheelbase.
2. 3200 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. Minimum weight must be 3100 lbs regardless of deductions.
3. Races longer than 50 laps will have a 1lb per lap burn-off with a maximum of 25 lbs.
4. Cars must utilize factory frame sections from the front steering box mount to the rear of the 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. Ballast can only be mounted on the chassis nothing can be mounted to or added to Rear End or Suspension parts.
5. Leaf Spring cars: Must use a Leaf Spring Front Clip and must be complete. Must have prior tech approval for rear suspension chassis construction. 3 1/2" maximum lowering block, Rear spring shackle must be standard adjustable style. No weight jack style adjustable shackles. Leaf Spring may not be mounted on top of the axle tube. Maximum 56.0% left side weight and Must weight **3300** without any other weight breaks.
6. 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. **Penalties with discretion of the tech director will be applied to cars that do not conform to this specification.** 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.
7. No cage or body supports may run through the body or windshield.

Transmission:

1. Standard Automatic transmissions w/ working torque converter or OEM manual transmission with min. 7.25" clutch. Factory cut gears only.
2. Aftermarket transmission with a 7.25" ext. clutch may be used with 50-pound penalty.
3. No Overdrives. Each gear must be at least 1.2 to 1 lower than the next gear.
4. Side mounted linkage only.
5. No direct drives. Conventional clutch mounted to fly wheel only will be permitted. No carbon fiber or nonstandard material clutches. No "slipper" or "centrifugal" clutches allowed.
6. Transmissions must have working reverse gear. Drive shaft loop is required.

Suspension:

1. No Bump-Stops or suspension travel limiting devices. No coil binding. **Nose height must always be a minimum of 4-inches. Including post-race inspection.** Teams tampering with nose height are subject to increased penalties..
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 no penalty. Standard aftermarket mounting towers may be used with no penalty. No slider adjustable mounting towers
5. Factory or Adjustable (Heim) or non-adjustable aftermarket trailing arms may be used. Must have a 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 must be no longer than 22" and upper arms must be no longer than 11.5" (1" tolerance on both without weigh penalty. 50lbs per inch over tolerance weight penalty)
6. No 3-Link or Panhard Bar set ups (even if they were stock for chassis).
7. **Only one shock per wheel. The following shocks are approved: Stock location 10 Series, Afco 14 with a (% maximum comp/rebound), Pro WB with a (% maximum comp/rebound), All additional shocks must be on the approved list but used with a 75lb penalty.**
8. Ford 9-inch rear ends OK. Rear Ends must be locked & utilize a 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. Rear axles must be the same diameter.
9. Coil Spring Max Diameter Permitted: Front .860, Rear .650.
10. Max. 78" tread width from outside to outside of tire at spindle height.
11. Stock-type, steel brake calipers only. Caliper may not be of a floating design and must be mounted solidly to rear end housing. Must have working brakes on all 4 wheels. No electric shut-offs.
12. Stock-type sway bars only. Maximum 1.25" diameter and must be mounted, on the chassis side, forward of the steering box.
13. Maximum 8" wide steel wheels only. No Bleeders. No electric brake fans.
14. The 15" Hoosier Comanche is the standard spec tire for this division. No Soaking or altering tires in any way. No siping.

Engine:

1. Engine must be cast iron (block & heads). No Dry Sumps. Aluminum Intake allowed.
2. Roller Cams/Lifters are allowed with a maximum seat pressure of 150 lbs. Higher seat pressure may compete with a 50 lb penalty.
3. Heads must be standard valve angle. NO shaft mounted rockers.

4. Headers may be used with NO PENALTY (no 180's or over the top headers).
5. Economy Engine Package: Under 365 c.i. with max compression of 10.5 to 1, Valve Spring Pressure can't exceed 100 lbs closed & 270 lbs open, 1:5 roller rockers max ratio & max rpm of 7000 rpm deduct 100 lbs on 1/2 mile or larger tracks -LOR Excluded On Tracks 1/2 mile or larger (excluding LOR), engines over 412 c.i. must add 50 lbs.
6. Teams must utilize an approved RPM limiter for any package with rpm limits.
7. Teams may use the 602 or 604 Chevrolet Crate engine in the original, unaltered form with the original, unaltered **BOTTLE CAP SEALED** seals from Chevrolet. These engines cannot be re-built or blueprinted. Teams using a 604 engine may deduct 50 lbs on 1/2 mile tracks (excluding LOR). Team using the 602 engine package may deduct 50 lbs of total weight and 100 lbs on 1/2 mile tracks (excluding LOR) and may run 58% max left side weight.
8. 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.
9. There are two (2) options for exhaust to exit the car. Both require the exit to be behind the driver. Option A is to have the exhaust behind the driver and beneath the car or under the frame. **Option B is for the exhaust to exit behind the driver and go over the frame, out through the door. With this option the car must maintain a 6-inch frame height on the right rear.** Muffler required at Nashville, Max 99 db's measured at 100'.
10. Starters must be mounted in stock location.
11. 2 or 4-barrel carburetors only. No Predator Carbs. One spacer plate or adapter not to exceed 1 1/4 inches with gaskets. Venturis must be round. No oval venturis.

Body:

1. 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 must get prior approval before racing.
2. An aftermarket firewall and floorpan may be used, but must be steel, similar gauge and have a stock appearance of the replaced items. **(Floor plan may go straight across from the tunnel to the right-side frame rail) it must stay straight and level with the ground plane.**
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 be made out of steel or aluminum and be stock appearing. **If aluminum is used the maximum left side weight is 56%.** 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. (Penalties in 2026 will be given by the discretion of the tech director).** No "Dirt Style" bodies or components allowed. No 2008 and newer Challengers, nor 2010 and newer Camaros, nor 2005 and newer Mustangs...without a weight penalty. The '88 Monte Carlo body is currently the industry standard. Any body perceived to be more aerodynamic, will be assessed a weight penalty.
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.
5. Body dimension sheet details additional body rules. **(Sheet will be updated for 2026)** Max body width is 79 1/2", and must be centered on track width.
6. Fiberglass or Aluminum hoods may be used without a penalty. They must not be flat and must have detail lines and appear stock.
7. Aftermarket front and rear 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). Front & Rear covers must match body year if available for body used. **(If covers not available for body used, covers will need to have prior approval by the tech director)**
8. Nose-piece must be mounted with stock body line in mind. Nose-piece should not be chopped, lowered, or angled. Horizontal center line of front bumper/cover must have a minimum height of 16 inches.
9. Rooflines must have stock appearance ("Chopped Roofs" may result in penalty).
10. 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 14.5" in vertical height.
11. 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.
12. 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. No body parts or add on pieces to direct air anywhere on the car.

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 ten inches (10") ground clearance. OBERG, SRI or similar Vacuum Style fuel shut-off required. Must be mounted at the point that fuel exits the fuel cell.
2. A collapsible steering column is REQUIRED in 2026.
3. No Carbon Fiber use of any kind, other than personal safety devices.
4. Radios are allowed but not required, with 2-way communication. One spotter must be in the designated area during the race.
5. Officials may change any of the rules in the interest of fairness and safety at any time and all decisions are final! Officials may also alter the rules at various tracks to encourage local participation. See track / series rules for additional safety rules.

Anderson Speedway Rules Only:

112 in Wheelbase cars and up will be allowed the following:

1. 3200 lbs. base weight
2. Max left side weight of 59%

Hoosier Comanches will be used for the street stocks. Anderson Speedway tire rule (1 tire a race) will be in place for non-CRA races.

TECHNICAL RULES: Modifieds 2026

CAR CONSTRUCTION

FRAME – 1964 or newer OEM perimeter American made rear wheel drive passenger car frame only. No sports car frames. No strut front suspension of any kind allowed. Square tube front clips will be allowed but must be square tube chassis/clips UNALTERED Howe part # 358-09 OR Howe part # 358-10 2x4 or 3x4 only at this time. Frame cannot be widened or narrowed. Exceptions: Weight jack in original center line of spring tower; frame may be cut a maximum 36 inches forward from center of rear housing; horns may be removed in front of steering box; front cross member may be notched and boxed for radiator and/or steering clearance but not raised or altered, maximum 7 inch wide opening in side of spring tower for spring removal. OEM upper A mounts may be replaced with aftermarket mounts. Minimum wheelbase 108 inches, maximum 112 inches, both sides. Maximum overall width, front and rear, shall not exceed 78" inches from outside of tire, to outside of tire at spindle height. Left side frame rail must run to the interior footbox. Frame/Body Height Minimum is 4" checked ANYTIME with Driver in seat.

ROLL CAGE – Must consist of continuous hoops, minimum 1.75-inch O.D. tubing, with a minimum wall thickness of .095 inch for the main cage. Frame mounted in at least 6 places, low carbon or mild steel recommended. Must consist of a configuration of front, rear, and top hoops connected by tubing on the sides or side hoops. Driver's head must not protrude outside cage with helmet on. Roll cage must be securely supported and braced with minimum 1 cross bar in top halo. Foot protection bar(s) required. Main cage no further forward than rear of engine. All bars forward of the cage must be lower than the hood

DOOR BARS – All driver side door bars and uprights must be a minimum 1.75 inch and .095-inch wall thickness. Minimum 4 driver side door bars, parallel to the ground and perpendicular to the driver, and welded to the front and rear roll cage. Passenger side must have at least 1 cross door bar, horizontal or angled, and 1 top door bar, minimum 1.5-inch O.D. Steel door plate, 16 gauge (.065) minimum thickness, must be securely welded to outside of the driver side door bars and cover the area from top door bar to bottom door bar and from rear hoop down post to front cage down post.

BUMPERS (See diagram) – NO variations from this will be permitted. Steel bumpers must be on front and rear at all times and welded or bolted securely to the frame. Must be a minimum 1.25-inch O.D. tubing, .065 wall thickness. Two bar front bumper must be mounted frame end to frame end, no wider than width of OEM frame horns. Bottom loop must be parallel to the ground. Top bar must be directly above bottom bar, minimum 6.5 inches apart, measured center to center. Aluminum I-beam rear bumper are allowed. No sharp edges.

DRIVETRAIN

ENGINE – Any American make engine allowed. Steel block. No machine work to the outside of block (lightening). Wet sump oiling system only. Minimum 6 1/2" Oil Pan. Must use one (1) naturally aspirated two- or four-barrel carburetor only. (No fuel injection) No magnetos. No external oil pumps. Intake steel or aluminum. All engines Must have a working distributor.

ENGINE COMPARTMENT – Rear of engine must be mounted at least 72 inches forward from centerline of rear axle. Engine offset must be kept within 2 inches of centerline of front cross member with engine level. Minimum 11 inches from centerline of crank shaft to ground. Radiator must be mounted in front of engine. Cooling system may be modified. No Anti-Freeze. Penalty if caught with Anti-Freeze.

BATTERY / STARTER – One 12/16 volt battery only, must be securely mounted between frame rails, behind cross member, in front of rear end and outside of driver cockpit, with positive terminal covered. Car must have the capacity of starting without being pushed or pulled. Standard or reverse mount starters allowed.

GAUGES / ELECTRONICS – No electronic monitoring computer devices capable of storing or transmitting information. Exception: Analog tach. No adjustable ignition control boxes. One (1) 12/16-volt ignition box allowed, with rev chip, must be out of reach of driver. No additional ignition accessories allowed. No magnetos. No traction control devices.

EXHAUST – Round tube headers only. All primary tubes must enter into 1 collector, at the end of the header. Right side exhaust exit under the car or out the right-side door.

FUEL SYSTEM – Mechanical or belt driven pump only and must be mounted on front of motor. Racing fuel cell required 22-gallon maximum capacity, square or rectangle in shape (no tear drop, wedge, or exotic F-1 type fuel cells allowed). Must be in a minimum 22-gauge steel container. Cell must be securely mounted behind the rear axles and between the rear tires. Cell must be no lower than bottom of rear end housing. Cell must be mounted with a minimum 2 solid steel strap around the entire cell, 2 inches wide and .125 inches thick or equivalent. All cell mounts must be steel and securely welded or bolted to the frame. Protective tubing must cover rear of cell and extend past both ends of the cell. No part of the cell is to be lower than the protective tubing. Vents and lids must have check valves. Fuel line pick up must be on top of cell. No cool cans and (1) fuel filter only.

FUEL – Racing gasoline, Alcohol is allowed.

TRANSMISSION – Must have at least two forward gears and one reverse, plus a neutral position. With engine running and car in still position, must be able to engage car in gear and move forward, then backward. OEM production type or approved aftermarket transmissions (Bert, Brinn, Falcon) allowed. (2-speed, 3-speed, 4-speed and automatic). No 5-speed or more transmissions, No 'in and 'out boxes allowed. Standard clutch type transmissions must have a blow proof bell housing (steel or aluminum). Automatic transmissions must have an approved scatter shield.

DRIVE SHAFT – Minimum 2.5-inch diameter steel drive shaft, painted white. Steel slip-yokes only. 360-degree drive shaft loop required and must be constructed of at least .25 inch by 2 inch steel or equivalent, mounted 6 inches back from front u-joint.

REAR END – Any steel approved OEM passenger car or truck rear end allowed. Closed, steel tube Quick changes allowed. Safety hubs (floater) mandatory. Steel axles only. No cambered rear ends. One (1) piece drive flange only. All components must be steel. Exceptions: lowering blocks, axle caps, rotor plates, and drive flanges. No aluminum hubs permitted. No Rubberized Drive Plates. Open Rear Ends Must add 50lbs to right side total weight. = 1050lbs

MIRRORS/RADOS

Mirrors are legal. **Radios are allowed but not required, with 2-way communication.** One spotter must be in the designated area during the race. All cars must have a RACEceiver radio system to monitor race control.

SUSPENSION / PERFORMANCE

STEERING – No rack and pinion. All components must be steel, unaltered OEM, in OEM location. Exceptions: tie rod ends, and adjuster sleeves may be replaced by a minimum .625-inch steel rod ends and steel tubes; OEM spindles can be modified for ball joints and tie rod ends; passenger car drop spindles allowed; (NO MADE FOR RACING OR FABRICATED SPINDLES.) Bolt on spindle savers allowed; spindles must be right and left, and of the same design and mirror each other; steel steering shafts and knuckles only; steering quickener, steering wheel and quick release may be aluminum; driver compartment steering may be modified but must be kept on left side. OEM center link or OEM aftermarket type center links allowed. After market center links could be phased out in the future.

FRONT – All components must be steel, unaltered OEM, in OEM location, and replaceable by OEM parts. Exceptions: Tube type upper A frames with or without aluminum or steel cross shaft, and mounts can be moved; stamped steel OEM replacement lower a-frames; rubber, nylon, or steel lower a-frame bushings; no offset bushings; welded or bolted shock mounts on lower a-frames. Lower a-frames must be right and left, and of the same design. "NO MANIPULATION" of lower a-frame mounts and bolt holes on frame must be in OEM location, "NO MANIPULATION". OEM TYPE BALL JOINTS ONLY. Sway bar must be OEM type, no splined bars. Maximum sway bar 1 $\frac{1}{8}$ " OD. No Chains on suspension allowed.

SPRINGS (FRONT) – Steel coil springs only. Left Front and Right Front 500# minimum. Spring heights minimum 9.5". 5" diameter minimum. NO tender/progressive rate springs. NO take up springs of any kind. 1 spring per wheel only. All springs must be visible/NO covers. No torsion bars or air bags. ONE SPRING RUBBER PER SPRING. (NO COIL BINDING)

SWAY BAR – OEM style only maximum size 1 $\frac{1}{8}$ ". NO splined ends.

SHOCKS – Steel, factory sealed, non-rebuildable. Pro WB series or AFCO #14 series or the Integra 42 series steel twin tube fixed bearing non rebuildable. Rates 3 through 5 50/50 valving. NO split valve shocks. 7" or 9" lengths allowed. One (1) shock per wheel, with one (1) additional shock allowed in the lift / pull bar area. No air shocks. No shock covers. No chassis limiting devices. (i.e. frame stops, frame extensions.) Absolutely No bump stops. Fine for limiting devices will be the same as shock altering.

SHOCK CLAIM – SHOCKS CAN BE CLAIMED BY RACETRACK AT ANY TIME AND/OR REPLACED BY TRACK SHOCKS OF SAME RATE.
ALTERING SHOCKS - 1ST OFFENSE = DISQUALIFICATION AND \$250 FINE PLUS CAN NOT COMPETE IN FOLLOWING RACE. 2ND OFFENSE = \$1000 FINE PLUS 1 YEAR SUSPENSION FROM COMPETITION.

REAR SUSPENSION – No independent rear suspension. All components must be steel. No covers allowed. All trailing arms/link bars must be made of steel tubing or Hex Aluminum. Rear of frame may be altered to accept leaf or coil springs. Pull bar may utilize smaller O.D. spring. One (1) mechanical traction bar only. No rear sway bars. Aluminum panhard bar adjuster allowed. No bird cage type suspensions or multiple mounting points, wish bone, 4 link, or any active system is NOT allowed. Racetrack reserves ALL rights to approve/disapprove any system.

SPRINGS (REAR) – Steel coil springs and leaf springs allowed. Coil springs must be at least 5" diameter. Spring heights minimum 9.5". Steel coil over eliminators, and steel or aluminum (5") coil over kits allowed on the rear only. Must conform to shock and spring rules. ONE SPRING RUBBER PER SPRING. (NO COIL BINDING) No Spring preloaders.

BRAKES – Must be steel OEM type, operative on all 4 wheels, drum or disc. Must maintain minimum OEM dimensions for hub/rotor and calipers, cannot be drilled or lightened. Bolt pattern may be changed. Larger studs allowed. Rear rotors may be aftermarket, minimum .810-inch thick, vented rotors only. No aluminum hubs. No scalloped or drilled rotors.

WHEELS – Eight (8) inch steel wheel only, measured from inside bead to inside bead. No bead locks, screws, or rim mounted bleeder valves. Steel and aluminum wheel spacers are allowed.

TIRES - Hoosier Tire F-70 for all four wheels. Tire procedures will be in place. One Tire per race.

WEIGHT

Minimum weight limit of 2,450 pounds, 1000 pounds right side with driver and helmet in car setting in normal driving position BEFORE any track time. Open rear ends must weigh 1050 pounds right side. Weights must be securely mounted with at least (2) half inch bolts to frame or roll cage. No weight outside of the body. No titanium, carbon fiber, or exotic materials used on race car. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

SAFETY EQUIPMENT

Snell-rated SA2015 or newer helmet required. Roll bar padding required in drivers' compartment (Fire retardant highly recommended). SFI full fire suit required. Fire retardant neck brace, gloves and shoes required. (Fire retardant head sock and underwear; head and neck restraints; collapsible steering shaft; highly recommended). Driver side window net required and must be mounted so that the latch is at the top front of window. Minimum three inch wide, five-point safety belt assembly required, must be mounted securely to the roll cage and must be less than 3 years old. Fire extinguisher required. Kill switch required within easy reach of driver and must be marked 'OFF' and 'ON'.

BODY

BODIES: Body must be same width front to rear and parallel to the OEM frame. Bodies on both sides must not extend no further forward than the rear of the engine block. Fabricated body parts may be made of steel/ aluminum/ fiberglass (no carbon fiber or plastic) with the exception of Howe part #'s 622 & 624 along with the MD3 plastic nose piece #020-410 (available through Performance Bodies and Five Star Bodies) They are the only approved plastic body parts. Engine compartment must remain open on both sides. No panel in front of right door to engine compartment. No inner panels. Hood sides may have up to a maximum of 6-inch drop and must be enclosed to the front firewall

SPOILERS: Maximum 4" tall off the decklid @ 45-degree angle. Mandatory to use CLEAR lexan.... Safety item so drivers can see through the car in front of you. Hood also may have up to a maximum 6-inch rake from front back to firewall. (known as a Bice car or Stacy car nose) Driver and Passenger windows must have at least 12 x 18-inch opening. (height and width) measured at center of window between lowest point at top of window whether roof or roll cage, and the highest point at bottom of window whether interior or body. Must have front windshield support and rear window support post. (painted roll bars are not acceptable) No wings or aerodynamic devices inside, outside or under the car. Outside of tires must be the widest part of car. Body sides must remain perpendicular and not be flared out. Body width should be the same at the top and bottom of the panels. Quarter panels and b/c pillars (sail panels) must be 2 distinct pieces. Sail panel design must match from side to side. Use of lexan in sail panels are permitted. You may run a lip (maximum 3/4" x 3/4" on sail panels) Sail panels must be on a single plane (not concave or convex) Oil coolers/ radiator must not protrude above interior or outside of body.

TOP OF QUARTER PANELS AND TOP OF DOORS: Where body joins together you may bend it at a straight 90-degree bend. You may round it off or join together flat with a maximum 1/2-inch lip.

ROOF: Roof must be made of a single material aluminum or fiberglass only. (NO multi material or multi layered roofs, NO carbon fiber) Roof must be full size, rounded and stock appearing, convex from side to side, and front to rear. (NO flat or concaved roofs) Roof panel can be no higher than 4 inches above top of roll cage.

NOSES: On the aluminum or any nose, you must run full upper and lower nose. You may run a maximum 1.50-inch lip on the top sides of nose, and 3 inches around the bottom of nose. NO portion of nose will protrude past front edge of bumper or will be lower than the 4-inch ride height.

ANY BODY DEEMED TO BE TOO RADICAL OR NOT IN COMPLIANCE WITH THESE RULES WILL ADD A MINIMUM OF 100 POUNDS OF WEIGHT (LOCATION OF OFFICIALS CHOICE) PLUS WILL RACE FOR 75% OF PAYOUT FOR THAT RACE UNTIL BODY IS BROUGHT INTO COMPLIANCE.

DRIVER COMPARTMENT: Must have a minimum 3 windshield bars in front of the driver. (NO full windshields: Maximum (1) - 20" width) Lexan or aluminum cowl panel in front of the driver can be no wider than the cockpit and no farther back than the steering wheel. Minimum .125-inch aluminum, or 22 (.035 inch) gauge steel, complete floor pan required. Aluminum high back seat only and must be bolted in securely, inside the left OEM frame and ahead of the rear tires. Bottom of seat can be no lower than bottom of frame. (NASCAR style right and left head, shoulder supports and leg restraints highly recommended). Driver must be sealed off from track, driveline, engine, fuel cell, battery and pumps. No driver adjustable devices allowed in cockpit except brake adjusters.

NUMBERS / DECALS: All numbers shall be in contrasting color from body, affixed to both doors and top, be at least 4 inches thick and 20 inches tall, and be readable from the passenger side of car. Competitors are to reserve the front 24 inches of each door and the first 6 inches of the roof for Sanctioning Body and/or Track Sponsors.

BODY DIAGRAM & DIMENSIONS (pictures below)

- (A) 20" Maximum, 16" Minimum (ground to center of bumper front & rear)
- (B) 6.5" Minimum (center to center)
- (C) 52" Maximum, 42" Minimum
- (D) 6" Maximum hood sides, 3" Maximum rake in hood
- (E) 32" Maximum (bumper and nose)
- (F) 6" Maximum (scoop/deflector)
- (G) 4" Minimum at nose and sides, 8" Minimum at quarters
- (H) 19" Maximum (same both sides)
- (I) 112" Maximum, 108" Minimum
- (J) 29" Maximum, 22" Minimum
- (K) 72" Maximum or not past back of block right side, left side may extend forward to cover foot box.
- (L) 18" Maximum, 12" Minimum opening both sides
- (M) With 4' level, must have 2" gradual clearance at rear and no more than 5" at front
- (N) 120" Maximum, 106" Minimum
- (O) 45" Maximum, 34" Minimum
- (P) 3" Maximum height at rear of sail panel, gradual slope from roof to this point. (4" x 66" Maximum clear spoiler allowed with supports to the rear only.)
- (Q) Interior slope is 6" Maximum front to rear and flat across. If flat at front half of interior, you have used up 50% of your 6" so from behind the driver to

the rear you only have 3" of slope. Top of interior must be flush with top of doors and quarter panels.

(R) 38" Maximum, 28" Minimum

(S) 38" Maximum, 24" Minimum

(T) 66" Maximum, 24" Minimum. No narrower than radiator

(U) 52" Maximum, 44" Minimum

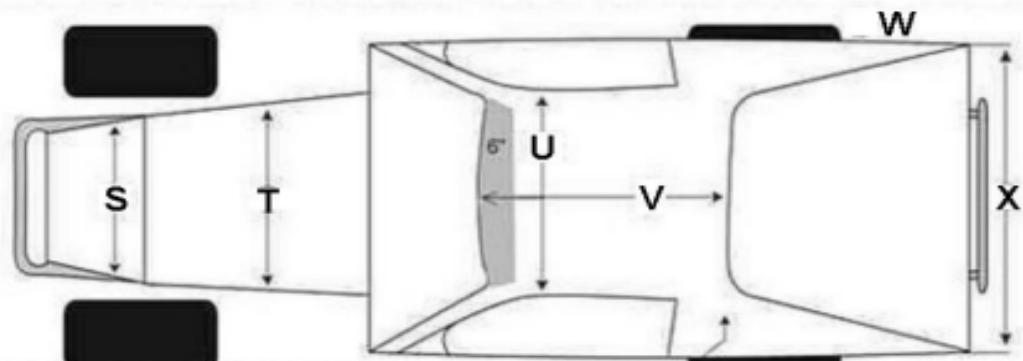
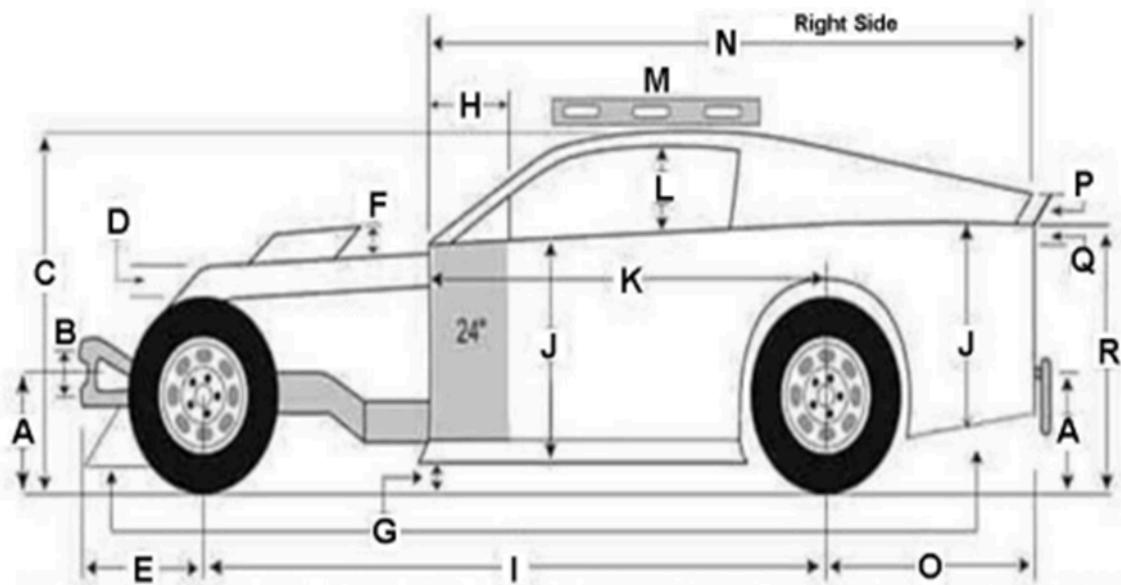
(V) 56" Maximum, 41" Minimum

(W) Tires must be the widest part of the car. Must be able to see tire side wall from front, top, and rear

(X) 66" Maximum, 53" Minimum

(Y) 8" Panel / 90 degrees to ground. Must be solid, attached to the deck and extend to the quarter panels, securely fastened

(Z) Aluminum "I" beam or tubular steel rear bumpers allowed, must have rounded nerf bars that follow quarter panel and connect back to frame on both sides.



SAIL PANELS: Must not be wider than the body and must attach to the quarters in a single stock appearing plane that angles inward to the roof. No fins or lips on sail panels, body or nose

