

Woodhull Raceway's Official Rules

Modifieds, Crate Sportsman, Crate Late Models, Hobby Stocks, Street Stocks, Mini Stocks, FWD Mini Stocks, Warriors

Tech Inspector

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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 participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 reasonable and appropriate deviation from any of the specifications herein or imposed any further restrictions that in his opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OR SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is FINAL.

THE MANAGEMENT RESERVES THE RIGHT TO CHANGE ANY RULE OR RULES THEY FEEL NECESSARY & REFUSE ANY PROTEST IF THEY FEEL IT IS UNNECESSARY OR BEING USED FOR HARASSING REASONS.

Section 1 – Insurance Benefit Plan

- Each pit entrant must sign a release sheet for the event when he/she has entered the pit area to be entitled to benefits as arranged.
- Anyone involved in an accident while on the premises who does not report to the official in charge before leaving the premises (providing they are able to make such a report) will not be eligible for benefits described under the benefit plan.
- All persons from the age 17 and under must have a minor release form signed by a parent or a legal guardian & provide proof of age.
- All insurance benefits are excess.

Section 2 – Handicapping/Scoring

- Car numbers will be assigned by track handicapper. Whenever possible, requested numbers will be assigned, but the handicapper reserves the right to issue all numbers in order to prevent duplication & maintain proper records.
- All numbers will be limited to three (3) digits.
- Team cars must be clearly distinguishable from one another using a different number.
- Visibility of car numbers will be approved by the scorekeepers. If asked to change the appearance of your number you will be given one (1) week to do so. If they have not been changed by the following week you will not be scored.
- No wording that may be offensive will be allowed on the car.
- Track promoters may require raceway sponsored decal(s) to be displayed on car.
- The numbers of cars to be qualified in each heat will be decided by the track officials & announced before the first heat of each event. No more than six (6) qualify from any one heat.
- If a driver qualifies two (2) or more cars, he/she must drive the last car qualified in the feature race. The other cars are not eligible. Car & driver must be qualified except for guaranteed starters. On postpones events, the driver is qualified.
- All driver changes must be reported to the track handicapper & pit steward before the race. All drivers that change cars must go to the rear of the field.

- Transponders are mandatory for any scoring and timing events. Nightly rental transponders are available at the track. However it is recommended that you purchase your own. Woodhull recommends MyLaps X2 or TR2 for Car (Make sure you are purchase the 'car' transponder and NOT 'mx' or any other different type)
- Handicapping will determine the lineup throughout the season. Redraw will be used for special races and the first 2 weeks of points. This rule could change at the discretion of officials.
- Top 5 current season point participants in all classes are guaranteed starters for regular season events, not including special or open show events. Must start behind consolation, qualified cars.
- Points are official when posted on track website OR on pit board. If there is a mistake, the car owner or driver has five (5) days from posting to protest.

Section 3 – General Safety

- Anytime the word **STOCK** is used in this rulebook to describe cars, parts, or components, it is defined to mean a part or component, which is available over the counter from General Motors, Chrysler Corporation, Ford Motor Company, or AMC Authorized Dealers. Manufacturers High Performance Parts are NOT considered stock.
- All cars are subject to safety & legality inspection at any time, must be free from mechanical defects & be in safe racing condition. The decision of the officials will be **FINAL**. No wagons or trucks in any class.
- All drivers must wear a helmet (Snell 2010 or newer mandatory), fire suit, gloves, neck brace, harness & submarine strap always. Fire retardant underwear, arm restraints, racing shoes & head sock are recommended.
- 3" wide, quick release safety belt & shoulder harness with a minimum of one submarine strap is mandatory. All belts must be securely fastened to the frame or cage. Belts may not be more than five (5) years old. Belts should be installed by manufacturer's instructions.

-Driver's seat must be a high back racing seat (Aluminum Only) & securely fastened to the frame or cage in six spots, four on bottom & two on seat back. Six 3/8" bolts minimum. Seats mounted over driver lines must have a minimum 1/8" steel plate under & up the back 4" & be as wide as the seat.

-All drivers must have a raceceiver radio.

-All glass must be removed from windows. Windshields replaced with a **full screen** of substantial material (no chicken wire or aluminum). Driver window must have a window net.

- All plastic, die cast grills & chrome must be removed.
- Shock resistant roll bar padding on all bars that driver's head has contact with while strapped in the seat.
- Drive shafts & extra weights must be painted white & have their cars number on them.
- All nerf bars must be min. of 1 ½" max. 1 ¾" diameter, no wider than tires.
- Floorboard must extend behind the driver.
- Must have two throttle return springs & a steel toe loop on the gas pedal.
- Pressure tanks are not allowed on the fuel system.
- No rubber gas lines to run through the driver's compartment. No cast iron fittings.
- No electric fuel pumps & no glass bowls on fuel pumps allowed.
- No cool cans.
- Must use fuel type hose for fuel line. Steel braided recommended.
- A Reinforced member of the same kind & size material as that used in the roll cage, or chassis shall be installed to the rear of the fuel tank joining the rear most portion of the chassis. Fuel tank must be secured by at least two non-perforated steel straps: each strap must be a minimum of 1" wide. Each strap shall be bolted with at least two 5/16" diameter grade 5 bolts. There must also be a one-way safety valve in the vent line.
- Fuel shut off valve shall be labeled on/off with a bright colored paint, within drivers reach.
- Battery disconnect must be mounted on the left side of the steering column. Switch must be painted a contrasting color for ease of location by emergency personnel from outside of the car.
- Wheels must have a minimum of five lug nuts. Mini Stocks minimum of 4 lug nuts. Modifieds a minimum of three lug nuts on front wheels only. No knock off hubs.
- All cars must be neatly and brightly painted. Dark cars are not recommended. Numbers must be painted on both sides of the car and on the roof in a color offering distinct contrast to the color of the car. Numbers must be legible - 3" wide and 18" high. All numbers will be legible, or they will not be scored. Roof numbers must face the scorer's tower. 3-digit numbers maximum.
- Car must have hood, trunk lid & rear bumper on always.
- Pick up hooks required on both ends of car.
- Inspector reserves the right to request body sheet metal to be replaced & painted.
- No air jacks.
- No oil cooler in driver compartment. No vent holes.
- No mirrors allowed.
- No fuel drums on track premises unless in a restricted area.
- No wheel weights.

- No screws or locking devices of any type through bead of tire.
- No type of weight or suspension adjustment of any kind from inside driver's compartment in all classes except Modifieds.
- Pump gas or racing fuel only. NO alcohol. NO nitrous. NO oxygenated fuel.
- (1) 12-volt battery, 14.3 volts MAX for ALL classes except for Crate Late Models.

Section 4 - Procedural Rules

1. No one shall enter the raceway's tower or onto the racetrack at any time during the race program.
2. Consumption of any alcoholic beverage or use of illegal drugs by a driver or his/her crew in advance of, or during the racing program is strictly forbidden. Any person who shows evidence of having partaken of any alcoholic beverage or illegal drug will be required to leave the premises immediately and may be subject to a fine of not less than \$250.
3. All race meets, drivers assume responsibility for the action of his/her pit crew, including their spouse, in every respect.
4. The driver shall be the sole spokesperson for the car owner and pit crew in any and all matters pertaining to the race & the driver only shall take part in any arbitration with the officials in charge. Driver is responsible for all legalities of the car.
5. In the event of a disagreement, any person taking physical action against an individual or personal property, for any reason, is automatically fined a minimum of \$250 &/or suspension. Suspension & fine may be extended at the discretion of the official &/or management.
6. No driver or Pit Crew member shall subject any promoter or officials to threats or abusive or improper language at any time. Any driver or pit crew member who assaults or threatens a promoter or official may be fined up to \$1000 and suspended indefinitely from all events until fine is paid and reinstatement is approved by management.
7. Anyone entering the pit area shall comply with all rules. The officials reserve the right to stop sale of tickets or honoring pit passes to any undesirables.
8. Excessive speeding in the pit area will be subject to penalty and/or fine.
9. Safety & wrecker crews only, will be allowed on the track in the event of an accident.
10. No repairs to be made on the track. During restarts, if a car needs maintenance & pulls off the track for any reason, this car must restart in scratch position unless done by an official. All repair work must be done in the pit area under yellow flag conditions. If a caution flag is made a red flag, all repair work must stop until the field is returned to the yellow flag. Any driver delaying the restart of the race will be disqualified.
11. Each car will start the race on his own power or start in the back of the field.
12. All drivers must be ready to compete and have their cars in line before each event enters the track or will be sent to the back of the field.

13. All cars must take the green flag to be eligible for payoff & points. Any car not taking the initial green flag may not enter that race at any time.

14. If there is an accident before the first lap is official, the field will be completely restarted with the car or cars bringing about the restart going to the rear of the field.

15. During a caution or red flag any car going to the infield or pit area must return to the back of the field.

16. All restarts will be "Delaware" double file at the race director and/or flagman's discretion. Consecutive yellow flags will prompt a single file restart. Race directors/flagmen have discretion to return to double file.

17. Any driver causing excessive delays in a race, such as spinning out two times on his own will be disqualified at on track officials' discretion.

18. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the starter.

19. Rough riding will be left up to the discretion of the starter, on track officials and the race director. If they feel that the occasion warrants, whether intentional or not a fine and/or suspension will be levied. Fined driver will not be allowed to compete until the fine is paid.

20. Any driver black flagged/disqualified during the feature will not receive prize money, with feature points at discretion of the track officials.

21. Any driver retaliation under the yellow flag, using the car as a weapon, will be disqualified from the race, will lose prize money and points for the night, and may receive a fine and suspension at the discretion of officials.

22. Any driver racing through the infield will be disqualified and parked for the night, including loss of money and points for the entire event.

23. Any person found violating these rules or specifications may be subject to a fine, expulsion or both depending on the case.

24. No driver will exit their vehicle on the racing surface unless an emergent condition requires them to do so (i.e., fire, rollover, etc.). If the safety crew clears the driver to exit the vehicle, the driver must stay with safety officials after exiting the car. Any driver who exits their vehicle and enters a live track to confront another competitor will face an automatic two-week suspension that may not be appealed.

NO TRACTION CONTROL DEVICES (ELECTRICAL OR MECHANICAL) ARE ALLOWED IN ANY RACE DIVISION COMPETING AT WOODHULL RACEWAY.

The management at Woodhull Raceway reserves the right to change any rule or rules if they feel it is necessary and refuse any protest if they feel it is unnecessary or being used for harassment.

Section 5 - Flag Rules

Any driver who does not obey the flag rules will be subject to disqualification. Where light signals are also used, a definite understanding concerning these signals in relation to the flag shall be made before the race. Any driver drawing a caution, for example flat tire, loose bumper, body parts or mechanical THEN driving to pits on their own **WILL BE BLACKFLAGGED** for that race.

Green Flag - Start of the Race. On an original green flag all cars must stay in line until past the pylon. On restarts, racing resumes immediately upon display of the green flag. Pole man sets the pace. If the race leader chooses the outside pole, he gives up the right to set the pace on restarts only.

Blue Flag with Yellow Strip or Marker - This flag will be displayed to a driver to tell him that he is about to be lapped by a leading car. The lapped car must obey, moving over, allowing the passing car or cars to go by. A driver who uses the Blue & Yellow flag to his advantage bypassing a car which has slowed to obey the flag, at the discretion of the starter, will be penalized. A driver who ignores the Blue & Yellow Flag, at the discretion of the starter, will be disqualified or penalized an appropriate number of positions.

Yellow Flag - Caution, go slow, single file, hold position - no passing. The yellow flag signifies caution & this flag will be given to the first car passing the starter. After the yellow flag is displayed, cars must hold position in single file, do not pull up beside the car in front of you or pass another car for any reason. If you have a problem with the line-up, stick your hand out your window and an official will check the line-up. When the line-up is correct the flagman will give the double file signal, if the race is under halfway. Any car involved in or spins to avoid an accident when the yellow flag is displayed must pick up position in the field wherever they fall in. All others maintain position. In the event a pace vehicle is used, no car may pass the pace vehicle. Any car passing will lose one lap. Any car passing under caution will be penalized two positions for each car passed. When the caution flag flies, cars will fall into single file, passing car giving way to lead car. The passing car must be completely ahead to assume the forward position. In any dispute in line-up, line-up will be decided by last complete lap at the discretion of flagman. In races over 50 laps in which yellow flagged laps count & are scored, the race must finish under green & no yellow laps will be scored or counted three laps from the finish.

Red Flag - Danger, race stops immediately. All repair work must be done in the pit area when field returns to yellow flag. Any driver delaying the restart of the race will be disqualified. Do not move your car when a red flag is displayed unless told to do so by an official.

Black Flag - Go to pit area immediately for consultation. Drivers shall not continue in the race after receiving the black flag. He must slow down & keep clear of all other cars in the race & pull into the pits at the first opportunity. Failure to obey the black flag will result in disqualification or suspension. Getting the black flag does not mean automatic disqualification. Check with the Pit Steward. Any car black flagged for rough riding will not receive points or prize money for that race.

White Flag - One lap to go. When the white flag is displayed under the green it means you have started into your last lap. During a yellow flag situation, starter may display the white flag to indicate the green flag will come out in one more lap.

Checkered Flag - End of race. When the checkered flag is displayed it means the race is finished. When the required race distance has been completed by the lead car, or at the discretion of the starter, the race will be declared "official" (Final disposition of any flag dispute will be determined by the starter). When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing position will be paid off according to most laps traveled in the least time, regardless of whether the car is still running or not. The driver receiving the checkered flag first in any feature race must bring his car to the starting line & participate in victory lane until released by the official in charge.

Section 6 - Protests

Each separate protest shall be given to the Pit Steward accompanied by \$100 (US funds) protest fee, with the following exception: - P&G Test \$50 (US funds).

Visual Protest

Driver or Car Owner may protest any violation of the rules including specifications. Visible protest must be made 20 minutes before event. Any time a tool or mechanical device must be used by an official to determine a cars rule compliance it is not a (visible protest). For the purpose of a subsequent appeal, any official's measurement is presumed to be correct. Protester's car will be checked the same as protested car.

Tear Down Protest

1. Immediately before the start of the feature, driver must present money and written description of protest to the Pit Steward or Tech official, and his car must remain in the infield. If protesters car enters the pits protest is void.

-Driver must have raced car 3 consecutive races.

-Driver protesting must still be running at the end of the race.

-Car being protested must have finished the race.

-Engine tear down, Crate Sportsman & Crate Late Models \$800 (US funds) plus dyno fee. \$150 will go to track.

-Engine tear down Street Stocks \$500 (US funds). \$150 will go to track.

-Engine tear down Mini Stocks & Front Wheel Drives \$400 (US funds). \$150 will go to track.

-Engine tear down includes three specific items.

2. A protest of race results must be verbally made to the Pit Steward within five minutes of the official announcement of the order of finish. A recheck of scoring will then be made if necessary & these results will be considered final. Only driver protests on racing results considered.

3. If a race result is protested, the track management, at their discretion, may delay purse distribution until the matter is ultimately decided.

4. The management reserves the right to change any rule or rules they feel necessary and refuse any protest if they it is unnecessary or being used for harassing reasons.

Section 7 - Modifieds

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS' DECISIONS ARE FINAL.

Raceceiver mandatory 454.000 Modified drivers **MAY NOT** race Crate Sportsman *on same night* for regular points-paying shows. Special non-point events, drivers may pull double duty but must pay extra pit pass.

SAFETY RULES:

All Cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track officials' decision regarding any safety infractions will be final.

1. Shock resistant roll bar padding must fully cover all bars that may encounter the driver's head while strapped in the seat. On center type steering, all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded.
2. All cars must have a functional padded head rest which must be in line with center of driver's head, if not built into the seat.
3. All cars must have a full steel wind screen of substantial material with a maximum individual hoop opening of 2" X 1" X 1/16" (no chicken wire or aluminum). Screens must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen, enabling the driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.
4. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high X 18" wide X 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's headrest, which prohibit the passage of the inspection box through the cockpit, must be removed.
5. All cars must have a driver shaft cover. This drive shaft cover must be a solid unit with no cutaways for lighting purposes. Front and rear driveshaft hoops required. NOTE: Closed drive type cars, torque tubes, or bells that already have a 360° degree covering for "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over to trailer bar inside the driver's compartment must have a steel cable or clamp connecting it to a substantial cross-member to limit its

range should it break loose. It is also recommended that all these parts have no sharp edges and be padded.

6. Firewalls, both front and rear are mandatory. The rear firewall must extend from top of fuel cell to belly pan to isolate the driver from the fuel cell, minimum .050" thick aluminum or steel only. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must isolate the driver from the engine compartment.

7. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both and extend from the firewall past front of edge of the seat.

8. All crews must carry an operable fire extinguisher capable of extinguishing gas and oil fires. On board "flame-out" systems are recommended.

9. Battery must be properly secured and must have terminals completely covered. NOTE: It is recommended that battery be mounted outside of driver's compartment, and that a battery shut-off switch be mounted and marked ON/OFF with a bright colored paint. The switch should be clearly visible, and easily accessed by the safety crew.

10. All cars must have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be marked ON/OFF with a bright colored paint and be clearly visible and easily accessible to the safety crew.

11. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with the words FUEL ON/OFF with a bright colored paint.

12. Fuel lines, power steering lines, and fittings running through the driver's compartment must be made from an approved line only. No plastic or glass fuel filters allowed. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.

13. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.

14. Rear wheels must have a minimum of five (5) lug nuts. A minimum of three (3) lug nuts is required on front wheels only. No knock off hubs on any wheel allowed.

15. A horizontal bar with minimum dimensions of 1" by .095" thickness must be mounted behind the fuel cell for rear impact protection.

16. Exhaust headers must be safe for the driver and exit past the driver's seat. NOTE: all exhaust pipes must exit facing the rear of the car. Pipes may not exit through the doors or in front of the rear tires.

BODY STYLE:

Sail panels are permitted. Sail panels must be even and mirror each other in size and shape, side-for-side.

Maximum height when measured from the ground is 65 inches. Sail panels must extend no further forward than the rear of the driver's seat and no further back than the end of

the quarter panel. There will be no alterations (louvers, cut-outs, etc.) permitted to the sail panels. A roof spoiler/wickerbill, no taller than four inches, is permitted.

Standard Northeast dirt Modified body rules apply. Door heights are as follows:
maximum height

of 41 inches on the left side and 40 inches on the right.

Left-Side Measurement Points:

16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum

60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum

Right-Side Measurement Points:

16 inches forward from centerline of rear axle: 44 inches maximum, 36 inches minimum

60 inches forward from centerline of rear axle: 40 inches maximum, 35 inches minimum

There cannot be more than a one-inch difference from left door to right door in split.

Rear spoiler rule maximum height: 50 inches. Minimum ground clearance of 6 inches in door

skirting and 8-inch minimum for rear quarter-panel skirting.

Aluminum around the fuel cell is optional

All other measurements are to mirror the standard for Northeast dirt Modified racing.

CHASSIS: Chassis, frame, rub rail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

SEAT: Seat and steering wheel must be centered in the frame. The seat must be a maximum of 16" from the center of the rear end of seat bottom. A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted.

RADIATOR: Only one (1) radiator allowed, and it must be centered squarely, not angled, in front of motor in a vertical position. No plastic or carbon fiber allowed. No auxiliary cooling tanks or catch cans allowed in drivers compartment.

ENGINE: The engine must be centered in the chassis and placed in an upright position. Engine set back: minimum 56", maximum 66", with 1/2" absolute maximum tolerance. Set back will be measured from center of the front axle to the rear machined bell-housing surface of the engine. No rear engine cars are allowed.

TRANSMISSION: Approved North American manufactured manual shift transmissions only, no automatics. No overdrive or underdrive transmissions allowed. No running through reduction gears, transmissions must be direct drive to rear end at racing speed. Transmissions must have forward, neutral, and reverse gear in good working condition. From neutral position with the motor running, a car must be able to go forward and backward in a smooth manner. Transmission must bolt to the bellhousing.

Car must have a battery and a self-starter in a good working order. The car must start and move under its own power.

DRIVELINE: No chassis, driveline or suspension components made of carbon fiber allowed. Only two universal joints and driveline. A drive line shield is mandatory.

REAR END: Competition rears only. No Hypoid type rears allowed. No limited slip type rear ends or hubs are allowed. No lockers or two speed rears are allowed. Rear end must have solid aluminum or steel spool only. Rear spindles may be steel or aluminum only. If aluminum, it must be a one piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2". Live rear ends with aluminum or steel axles are allowed. The rear end of chassis must not be offset any more than 4" from center of the inside tire width, measured from the inside of the left rear tire to the inside of the right rear tire, at axle height. (see Chassis Diagram for the rear end offset details)

FRONT END: The front axle must be straight, one-piece steel tubing only with no camber adjustments. No split axle or dropped axle allowed. All brackets on the front axle must be bolted or welded (no bird cages or slides). Modified type front spindles only. It is recommended that bearing shafts be made of steel. Chassis may not be offset any more than 4" from the center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height. (See chassis diagram for front end offset details). Front wheels must be fully exposed. No fenders are permitted.

WHEELBASE AND TREAD: Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".

Tread width: front – maximum 86", minimum 74". Rear tread – maximum 86", minimum 80".

SUSPENSION: No independent suspension front or rear. No "A" frames or ball joints may be utilized for steering axis (kingpin only). No four-wheel steering allowed that is actuated by steering wheel. All suspension systems must be mechanical with no form of electrical, radio or computer assistance. No form of traction control is permitted.

SPRINGS: Any form will be allowed (torsion bars, coil over's, leaf springs, etc.) providing they are made from steel. No carbon fiber or titanium allowed.

SHOCKS: Only one shock per wheel. No titanium.

BRAKES: No carbon fiber or aluminum rotors and pads allowed. On live rear axles, one inboard and one outboard brake assembly is allowed. Brake test may be conducted throughout the year.

FRONT BUMPER: Must be from round steel tubing only, with a minimum of 1 1/4" by .095 wall thickness for main bumper and all bracing. It must consist of two rails, an upper and lower. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from

the top to bottom and maintain the measurement for a minimum width of 24" or a maximum of 30". It must also have an 18" center measured from the ground up to the middle of the bumper. The front bumper may not exceed more than 24" in front of front axle center centerline.

No V-shape bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have all rounded ends and no sharp edges.

REAR BUMPER: Must be from round steel tubing only, with a minimum of 1 ½" by .095 wall thickness for main bumper and all bracing. It must consist of two rails, an upper and lower. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the frame sockets must be horizontal. These rails must also be minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum of 86". It must also have an 18" center measured from the ground up to the middle of the bumper. The rear bumper may not exceed more than 52" behind rear axle centerline.

No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have all rounded ends and no sharp edges.

RUB RAILS: Must be from round steel tubing only, with a minimum of 1 ½" by .095 wall thickness. All bracing must also be a minimum of 1 ½" outside diameter by .095 wall thickness. Maximum wall thickness must be .095" with no solid bars or ballast added inside. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.

Rub rail ends must be rounded with no sharp edges and bent at a gradual 90° degrees and must protrude a minimum of 6" back in past the body.

FUEL TANK: One fuel cell with a maximum of 22 U.S. gallons is mandatory (used for gasoline only). Fuel tank height: 12" minimum from the ground to the bottom of the tank. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity.

Fuel tank must be fully encased in steel container with a 20-gauge minimum thickness. An optional aluminum container may be used with a minimum thickness .060". Fuel tank must be fully foamed with just a minimal cut out for filler. Cut out may be no more than 6" wide X 10" long X 7" deep. Fuel lines must siphon from top. No fuel lines bigger than #10.

No auxiliary tanks. No fuel filters with more than ½ quart capacity.

Fuel tank vent line must have an in-line one-way valve for the prevention of fuel spillage.

Only one carburetor fuel log will be allowed.

BALLAST WEIGHT: Any ballast weight used must be mounted within the vertical planes formed by the frame rails and must be securely fastened and must remain stationary while racing.

OILING SYSTEM: One oil cooler will be the only exception allowed to be mounted outside the frame rails.

WHEELS: Only aluminum wheels are allowed. No magnesium, steel or carbon fiber is permitted. Bleed off valves are allowed.

Rim width restricted to 14" maximum on all four corners. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.

Bead locks are allowed. Any wheel or bead lock that is used must maintain a minimum diameter of 11" hole inside bead lock and wheel. Bead locks may be outside only, except the left rear, which may have any inside bead lock.

No wheel covers or hub caps on the inside of the wheels are allowed. Wheels covers/hub caps are allowed outside of the wheels providing they are one piece, attached as part of the bead lock and maintain a minimum thickness of .090" with a minimum hole in the middle of 4.5".

Foam inserts or corrugated plastic (with approved installation) may be allowed when track conditions warrant. No unsafe wheel covers attached by dzus buttons are allowed. This is at the discretion of the officials.

TIRES: American Racer 13x92 max. No Late Model type tire.

WEIGHT: 2,400 pounds - After Race, with driver, without adding fuel. Track scales are official – no protests or appeals allowed on their findings. NOTE: any car found underweight by Officials will be **COMPLETELY DISQUALIFIED** for the NIGHT.

ENGINE SPECIFICATIONS: Big- and small-block engine combinations are permitted to run. Chevrolet/GM, Ford, or Chrysler/Dodge carbureted engines ONLY. Sealed W-16 Engine permitted. The standard weight for all Modifieds is 2,400 lbs. (*all-aluminum small blocks are not permitted*).

SAIL PANEL: OPTIONAL (NOT REQUIRED) - Maximum dimensions follow:

Measuring of sail panels shall be done before each race with the driver in the car.

Sail Panel Reference:

SECTION 8 – Crate Sportsman Rules

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS' DECISIONS ARE FINAL.

Raceceiver or Scanner mandatory. (454.000)

ENGINES MAY NOT HAVE FACTORY SEALS TAMPERED WITH. GM SEALS ONLY.

ENGINE RULES:

GM Crate 602 engines only. I.D. plate must be accessible. Engines must remain in stock condition. All internal parts must remain stock. No aftermarket parts permitted. Officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing is subject to further testing and confiscation by officials.

CARBURETORS/FUEL DELIVERY SYSTEM:

Carburetors must be 650, 650 HP or 750, 750 HP only. All carburetors must pass series go/no-go gauges (please contact series tech inspection team if you are unsure). Must be of Holley design: no billet center sections (billet base plate permitted). Metering blocks and bowls must be of stock appearing design. Booster height must remain stock; no cutting or polishing. 650-cfm carburetor must have straight-leg boosters. One-inch carburetor spacer (maximum open hole). No divider or cutting marks. Drilling holes in throttle plates for proper idling permitted. Plugging vacuum ports permitted. Welding throttle shaft to linkage arm and drilling of idle or high-speed air correction jets is permitted. Fuel regulators are prohibited. Must run stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind.

Distributor: Distributor must be stock. The distributor may be locked out but CAN NOT be welded. A lockout plate that screws in and locks the advance out must be utilized. Must have stock appearing module and coil as well as stock black cap and white rotor only.

REV BOX:

Rev Box not required. 6.58 max gear.

BODY RULES:

Door heights are as follows: maximum height of 41 inches on the left side and 40 inches on the right.

Left-size Measurement Points:

-16 inches forward from centerline of rear axle: 45 inches maximum, 37 inches minimum

-60 inches forward from centerline of rear axle: 41 inches maximum, 36 inches minimum

Right-Side Measurement Points:

-16 inches forward from centerline of rear axle: 44 inches maximum, 36 inches minimum

-60 inches forward from centerline of rear axle: 40 inches maximum, 35 inches minimum

-There cannot be more than a one-inch difference from left door to right door in split.

-No sail panels

-Rear spoiler rule maximum height: 50 inches. Minimum ground clearance of 6 inches in door

-Skirting and 8-inch minimum for rear quarter-panel skirting.

-Aluminum surrounding fuel cell is optional.

-All other Frame and Body measurements are to mirror the standard for Northeast dirt Modified racing.

CHASSIS: Chassis, frame, rub rail and bumper specifications mirror those generally accepted in dirt Modified racing. Standard dirt Modified chassis only.

RUB RAILS:

Single or double rub rails permitted.

IN-COCKPIT ADJUSTMENTS:

Panhard bar adjusters are not permitted. Brake bias permitted. Right-front shutoff permitted (only).

WATER PUMP:

Any mechanical water pump – steel or aluminum – is allowed. Must be driven by the front-drive belt system. Electric water pumps are prohibited.

HEADERS:

All headers permitted except for stainless. Evacuation systems and vacuum pumps are prohibited.

OILING SYSTEM:

Oil coolers are permitted. No external oil pump systems. Oil coolers can be mounted under or in front of the radiator or under the left-side wing area, no further back than the rub rail.

FAN:

No electric fans. Plastic, steel or aluminum fans are permitted.

REAR END/ DRIVELINE:

No locker rear ends of any kind. Rears may be 8- or 10-inch ring-and-pinion. No midget rear-ends. Steel or aluminum yokes are permitted. Steel driveshafts only. No titanium driveshafts, jackshafts, axles, or driveline components. No titanium rotors or bolts of any kind.

TRACTION CONTROL:

Traction control devices/systems of any kind are PROHIBITED.

TITANIUM:

Titanium is PROHIBITED anywhere on the car.

FUEL:

Sunoco Race Fuels is the preferred fuel. Crate 602 Sportsman program. Sunoco 91, Can-Am Crate (98 octane), Sunoco 110 or equivalent. NO OXYGENATED FUELS.

WHEELS:

Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel.

WEIGHT REQUIREMENTS: 2400 pounds, with driver, without adding fuel. Track scales are official. NO protests or appeals allowed on track scale findings. NOTE: any car found underweight by Officials will be COMPLETELY DISQUALIFIED for the NIGHT.

FUEL TANK REQUIREMENTS: Fuel cells with rubber bladders and factory steel containers required.

MUFFLER REQUIREMENTS: All cars must run satisfactory noise dampening mufflers for all Woodhull Raceway events. Noise level not to exceed 100 decibels.

TRACK TIRE REQUIREMENTS: Any American Racer 13X92 Tire Max. NO Late Model type tires. NO cheater tires are allowed.

TRANSMISSIONS REQUIREMENTS: No automatic transmissions allowed. No overdrive or under drive transmissions allowed.

STARTER REQUIREMENTS: All cars must have a battery. All cars must have a self-starter in good working condition.

SHOCKS: No remote canister shocks. Shocks can be adjustable, but all knobs or clickers may not be accessible while mounted on the race car. Must remove shock from the race car to change the compression/rebound and/or bleeds. The only adjustment allowed with the shock mounted on the car is gas pressure through a Schrader valve. All shocks must be on the open market and available for purchase. One shock per corner ONLY. **Steel Body only.**

WHEELS: Aluminum or Steel wheels ONLY. Right Front, Right Rear, and Left Rear must be bead lock.

MISCELLANEOUS: No In Car adjustments (brake bias okay)

CLAIMER RULE: Claimer rule will not be in effect until after the first two-point races, claimer only in effect for Woodhull regular season point races. No driver or owner may claim unless they have competed in all previous point races. EXCEPTION- If a driver is claimed at any weekly point event, he may claim at any following event at the track without perfect attendance.

-Driver or owner may only claim **ONE (1)** motor during calendar year. EXCEPTION- After any driver has had more than one engine claimed, they are eligible to claim as many as they have had claimed.

-Driver or owner making claim **must have cash \$5,500 US currency to Pit Steward** within 10 minutes after race. Car making claim must finish the race on the lead lap. Price increases could cause claim fees to increase throughout the season.

-Only the driver/owner and 2 crew members with a pit pass allowed in tech, unless cleared with other team.

-All motors to be ruled at track in a reasonable amount of time. Any sabotage must be discovered at the track. Drivers are accountable for sabotage. If sabotage is determined by official, claim will be disallowed, and money will be returned to claimer.

-Promoter has the right to claim any engine or seize any engine for tech purposes at any time.

-Claimer gets motor in crate form (no carburetor, headers, fuel pump, or water pump)

-Anyone refusing claim may not compete in any point races in that class for the rest of the calendar year and will be fined \$500 which must be paid before competing again at the track.

Section 9 – Crate Late Models

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS' DECISIONS ARE FINAL.

Raceceiver mandatory. (454.000)

Woodhull Raceway will follow RUSH Dirt Late Models rules for their Crate Late Model division. Rules are available on the RUSH website and posted below.

TECHNICAL RULES & REGULATIONS

Any driver and/or car owner that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by RUSH Series Officials.

ENGINE:

- GM part number 88958602 & GM part number 88958604.
- These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads originally from GM, Crate USA Generation III (yellow) AND FASTRAK seals allowed. (Note: RUSH seals permitted on GM 602s). NO RM bolts, NDRA, DIRTcar (red or blue), Crate USA Generation I (silver) or Crate USA Generation II (blue) seals permitted. Effective January 1, 2017 FASTRAK seals will no longer be permitted. For any other sealing system, contact RUSH for approval. Crate engines must not be altered, modified, or changed from factory specs.
- The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered sealed from the factory will be subject to expulsion from racing with any RUSH and Crate Racine'

USA-sanctioned event for the remainder of the season and future seasons.

- In the event a repair must be made to an engine scheduled to compete in consecutive RUSH-sanctioned events or if RUSH/NeSmith seals cannot be obtained in time for competition in a single event, engine owner and or competitor "must" have authorized RUSH/NeSmith engine rebuilder of their choice contact RUSH Series Directors to receive permission and instructions on obtaining "approved" temporary seals in order for engine to compete. RUSH Competition Director can also install "approved" temporary seals in this situation. Temporary seals will "only" be permitted on repaired engines for events that are designated by RUSH Series Directors. Note: Once temporary seals are removed from engine, they must be immediately returned to the RUSH Racing Series Office.

No changes are allowed to the engine- intake manifold, heads, valve covers, front cover, oil pan, harmonic balancer, or any other part or parts on or in the engine.

A) After much research Crate Racin' USA Dirt Late Model Series officials, along with GM Officials, have determined on some cases that original factory cylinder heads and valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates will be published in a forthcoming version of the GM Technical/ Specification Manual.

- No vacuum pumps.
- All crate engines must remain stock as they came sealed from the factory. Crate engines must not be altered, modified, or changed from factory specs.
- Engine's GM serial number and when applicable Crate USA build certification number must be clearly visible to Series' or track technical inspectors.
- RUSH Racing Series Officials reserve the right to inspect, exchange and/or confiscate any GM Crate engine, or other specified component. Refusal to surrender an engine or other part for inspection, exchange, or confiscation, will cause the Driver and Car Owner to be suspended for one year, from competition in any division at any RUSH- sanctioned event, and to lose all points and money for the race at which the infraction occurs, as well as all points earned to date. Driver and/or car owner will also be fined in the amount of \$1,000.00, which fine must be paid in full before the Driver and/or Car Owner can compete in any RUSH sanctioned event.

- ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL equal disqualification for the night's event (loss of points and money), loss of all Series points to date, suspended from all RUSH-sanctioned Series competition for 365 days, an indefinite probation, and fined \$1,000. The engine may be impounded immediately.

After the suspension period, the driver and/or car owner can only compete in Series events with an engine equipped with original factory GM sealing bolts or Crate USA seals from an authorized rebuilder approved and authorized by Crate Racine USA Officials. Driver and/or car owner will be notified in writing of Series' decision. All decisions are final.

For subsequent violations in regard to any illegal modification to any GM Performance Parts Crate Engine an indefinite suspension will be issued.
- Any violation of the engine rules and/or factory specs "outside the sealing bolts" of the engine will result in the driver and car being disqualified from that event (loss of points and money). At the Series discretion, driver and/or owner may be suspended up to 30 days and fined up to \$500. Driver and/or owner will be notified in writing of Series' decision. All decisions are final.

ENGINE SETBACK:

1. Engine setback will be 6" from the center of top ball joint to the #1 spark plug with a 1" tolerance on engine setback. There will be a 50-pound penalty forward of the motor plate for each 1/2" of setback beyond 7

of engine setback. No cars with more than 8" engine setback will be allowed to compete.

ENGINE SELECTION/PROTEST:

- Any RUSH-sanctioned race track and/or RUSH Series Director(s) are authorized to call for an engine inspection or tear down at any time. Tear down and inspection will be performed by RUSH Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved. (See paragraph number five for procedures if selected car is to race in successive events.)
- The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$900, and must be made by a driver/owner that finishes in the top five. \$250 of protest fee will go to Series or Track and the remaining \$650 will go to the winner of the protest.

- Protest and fee in cash must be made to a RUSH Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the completion of the feature. Protest cannot be withdrawn once it has been declared.
- At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by RUSH Official to insure that it has not been tampered with and it is the same engine. Any refusal at this point for any reason will result in disqualification, \$1,000 fine, and 365-day suspension from all RUSH-sanctioned Series competition.
- If the protested car wishes to race in successive RUSH-sanctioned events within 72 hours (three days) the following will apply ONLY at the discretion of RUSH: RUSH Series Officials reserve the right and also grants the right to RUSH-sanctioned speedway tech officials to seal or otherwise identify the protested engine to allow the car to compete in successive events within 72 hours (three days). Further postponement of tear-down will be at the discretion of RUSH Directors/Officials. The driver and/or owner has the option whether to surrender the engine on the night it's protested or have it identified and retained for the successive races. However, if the driver chooses to compete with the engine after its selection for tear down, and that engine is found to be out of compliance with RUSH Technical/Engine rules, the driver will be disqualified from all races entered after the engine was protested, in addition to the race when engine was protested. RUSH may assess penalties for each race in which the selected engine was used after its selection, if it is found to be illegal. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.
- At this time, the feature finish will be frozen until inspection is complete. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.
- Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension from all RUSH-sanctioned Series competition, and \$1,000 fine.
- Inspection location will most likely be at RUSH office/garage located at 4368 Route 422, Pulaski, PA 16143. Although other inspection locations could be

selected. There will be no dispute over RUSH Official's choice of location.

- Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by RUSH Official.
- Note: All removed original GM Bolts and/or NeSmith Seals must be returned immediately to the RUSH Office.
- Engine infractions "within the bolts" results in a \$1,000 fine, 365-day suspension from all RUSH-sanctioned Series competition, and loss of all points to date for both driver and car owner (if different from driver). Additional fines may be assessed if protested or selected engine for teardown was permitted to compete in consecutive events (see paragraphs numbered four and five).
- See Appeals Process below.
- In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.

CARBURETOR:

- One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum.
- All carburetors in competition must retain conventional style floats along with needles and seats. Maximum allowed fuel pressure is 12 psi.
- Engine must be naturally aspirated.

- 604 - May use one carburetor spacer (1" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick), one gasket between intake to spacer and one gasket between spacer to carburetor.
- 602 - May use one carburetor spacer (2" - one piece with 0.040" tolerance maximum) and two standard paper gaskets (maximum 0.070" thick), one gasket between intake spacer and one gasket between spacer to carburetor.

DISTRIBUTOR/IGNITION:

1. Any electronic distributor-type ignition system. NO crank trigger, distributor less multi-coil, or magneto ignition system. No programmable ignition box. Only one ignition box permitted. Dual pickup distributor permitted; only one pickup in distributor can be utilized.

STARTER:

1. All cars must have a starter in working order.

WATER PUMP:

- Cast or aluminum permitted.
- No electric water pump. No electric fan.

EXHAUST:

- Collector-type headers required. Must have four (4) tubes into one (1) collector of a consistent diameter.
- NO tri-y headers, merged headers, or square-tube headers allowed.
- Mufflers not required unless track mandates. When mandated, mufflers must have some type of internal noise dampening characteristics, baffles, extruded holes, screen, chambered, etc. Mufflers must meet local speedway's noise decibel requirements. External mufflers only.

FUEL CELL/FUEL PUMP:

- All cars must have fuel cells that meet and/or exceed FT3 specifications. The fuel cell must have a maximum capacity of 35 gallons.

- The fuel cell must be enclosed completely in a container that is a minimum thickness of 20-gauge magnetic steel and/or .060"-inch aluminum.
- The entire container must be visible for ease of inspection.
- The fuel cell must be mounted behind the rear axle between the rear tires, a minimum of 4"-inches ahead of the rear bumper. The bottom of the fuel cell must not be any lower than the bottom of the rear end/quick change housing.
- The fuel cell must be mounted with a minimum of two (2) .125"-inch thick steel straps. The straps must cover the entire cell. Fuel cells that are mounted in a square tubing frame will be permitted. A minimum of 7/6"-inch ASTM Grade 8 bolts must be used to mount the fuel cell to the frame.
- The fuel pick up must be positioned on the top or right side of the fuel cell and be constructed of steel. The fuel pick up must have a check valve.
- For the purpose of inspection, the driver and/or crew must be prepared to drain fuel upon request for inspection and/or measurement.
- Only mechanical and/or belt driven fuel pumps will be permitted. Fuel injection system(s) and/or electrical fuel pumps and/or any type of pressurized fuel system will not be permitted.

FUEL:

- Only Sunoco Racing Fuel - Standard (commonly referred to as 110 and/or purple) and/or RUSH '91' will be the specified fuels permitted for competition in RUSH Racing Series sanctioned events. Additives and/or blending of any type including; methanol, alcohol, nitrous oxide, propylene oxide, nitromethane or other performance enhancing chemical additives will not be permitted. NO mixing of the Sunoco 110 & **RUSH** 91. Fuel may be tested from time-to-time and/or submitted for verification by designated **RUSH Racing Series** and/or Track Officials to Sunoco Race Fuels. It is the racer's responsibility to know what he or she is putting in the fuel cell.
- Series reserves the right to check fuel anytime. Three samples will be taken by **RUSH** or Track Official. Each sample will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample

#2 will be given to selected fuel's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, **RUSH** must approve selected lab. Fuel samples not conforming to RUSH Late Model Series Fuel rule will be deemed illegal.

- **PENALTIES FOR FUEL VIOLATIONS OR FAILURE TO ALLOW FUEL SAMPLE TO BE TAKEN:** Disqualification from event (loss of points and money) in addition to the following penalties:
 - **First Offense:** \$500 fine & 30-day suspension from any RUSH-sanctioned event plus all related lab testing costs.
 - **Second Offense:** \$1,000 fine & 90-day suspension from any RUSH-sanctioned event plus all related lab testing costs.
 - **Third Offense:** \$2,000 fine & 365-day suspension from any RUSH-sanctioned event plus all related lab testing costs.
- ALL DECISIONS ARE FINAL.**

ROLL CAGE & FRAME:

- The minimum wheel base is 102" with a maximum wheel base of 105".
- All frames must be fabricated from magnetic steel with a minimum of 2"-inches x 2"-inches or approved rectangular magnetic steel with a minimum material thickness of .083"-inches. Note: Aluminum, titanium or other 'exotic' material is not permitted on any part of the frame.
- A minimum of 1.75" Outside Diameter magnetic steel tubing, 4130 Chrome Moly or DOM with a minimum material thickness of .083"-inches, will be permitted for frames that are fabricated from round tubing.
- Rear bumpers that are stubbed may only extend a maximum of 8"-inches beyond the frame. Any stubbed rear bumper that extends further than the maximum of 8"-inches must be formed and directed 8"-inches toward the front of the car.

- External rub rails will not be permitted.

6. All cars must be equipped with a tow hook and/or strap for the purpose of towing.

- All battery supports and/or mounts must be secure and braced in two (2) horizontal positions and one (1) vertical position.
- Any frame built on or after January 1st, 2006, must have the builder's unique serial number plate prominently attached to the left side roll cage upright. The plate must be welded in place. All characters on the plate must be a minimum of 1/2"-inch in height and the serial number must not exceed 8 characters.
- All cars must have a suitable steel roll cage protecting the driver's compartment including headrest. (Note: Titanium or aluminum is not permitted.)
- Side roll bars are mandatory, and must extend into the door panels. A minimum of three (3) bars must be on the left side.
- Each bar must be at least 1 1/2" diameter with a minimum material thickness of 0.083".
- Roll cages must be welded to frame.

TRANSMISSION/DRIVELINE AND DRIVELINE COMPONENTS:

- Direct drives systems of any-type will not be permitted.
- The transmission must be bolted to the engine it must have forward and working reverse gear(s) and must be able to shift to forward or reverse with engine running.
- All cars must be equipped with a working self-starter.

DRIVESHAFT:

- The driveshaft must be a minimum of 2"-inches in diameter. All drive shafts must be painted white.

- Only one (1) drive shaft connected from the transmission to the center section of the rear end will be permitted.
- A minimum of one (1) driveshaft hoop / sling must be fastened securely to the frame. It is recommended that two (2) driveshaft hoops / slings be used.
- Ballspline transmissions are strongly recommended to run carbon fiber driveshafts only! (This is for your safety.)

REAR END:

- Titanium moving parts with rear end including wheel studs is prohibited.
- Live-axle type rear ends will not be permitted.
- Independent rear suspensions will not be permitted.
- Floater-type wide-five hub assemblies will be the only hub assemblies permitted.

BRAKES:

- Steel brake rotors only.
- No carbon fiber brakes, titanium brakes or other exotic material brake systems.

WHEELS:

- Any brand or type of wheel allowed. Must be mounted with lug nuts; however, carbon titanium wheels are not permitted.
- No knock-off or center lock wheels.
- Maximum wheel width - 14".
- Wheel fasteners must be steel.

TIRES:

- Beginning in 2016, the RUSH USA25 Hoosier Tire will replace the USA21 for all RUSH sanctioned tracks and events (see burn-off period below). Hoosier USA21, 25 and 55 stamped Crate Racin' USA and shoulder plated tires will be durometered; USA21 and 25 must punch 46 or harder when checked cold, and USA55 must punch 60 or harder when checked cold.
RUSH will allow a "simple" re-groove and/or sipe ONLY on the factory pre-molded cross marks found on each individual block of the USA25 and 21 tires. The groove is not to exceed the pre-molded marks. A #1 or #2 grooving head and blade is recommended. Be advised that these grooves may not extend into the sidewall of the tire.
There is to be NO siping (other than the pre-molded cross marks) or needling of the USA25 or 21. Light buffing is permitted, but MUST be done in a manner as to NOT create a sipe (cut/split) in the surface of the rubber. Note: Small cuts that are not consistent with a buffing pattern MAY be acceptable. Rule of thumb: If you can see it, it's too deep; if you can feel it, it's way too deep. (See the tech official for a ruling before competition).
Grooving and siping is permitted on the Crate Racin' USA D55.
Altering tires by any means of needling or chemical treating is strictly prohibited!
Burn-off: RUSH will allow a burn-off period for the USA21 through July 3, 2016. Newly-sanctioned speedways will be permitted a burn-off period for previously allowed tires determined by Series Directors. (Note: Speedway(s) and/or Series Officials have the ability to mandate the USA55 on the right rear if track conditions warrant.)
- **WARNING:** RUSH, Crate Racin' USA and Hoosier Racing Tires strictly forbids any chemical alteration of the tire carcass and/or tread compound such as tire soaking or use of tread "softener". RUSH, Crate Racin' USA and Hoosier Tire strictly forbids the physical defacement (removal, altering, or covering) of tire sidewall markings in any manner. Failure to comply with this warning could result in premature or catastrophic tire failure and may result in serious injury or death.
- Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Three samples will be taken per selected tire; samples will be taken by RUSH or Track Official. Each sample from selected tire will be identified as sample #1, sample #2, and sample #3. Sample #1 will be retained by Series and sent to lab; sample #2 will be given to selected tire's driver/owner; and sample #3 will be retained by Series to be utilized as a tie-

breaker in the event any issues may occur with samples #1 & #2. In the event driver/owner chooses to send sample #2 to be analyzed, RUSH must approve selected lab. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.

- It is the driver's responsibility to know what is on their race car at all times. Any used wheels or tires that may be suspect by the driver should not be used. The driver or a crew member may be in the tech area to view what is being tested, but will not be allowed to view "the sniffer" readings. That information is the sole property of RUSH and driver will be notified if they pass or fail.
- If "the sniffer" determines there is an unapproved chemical presence whether inside the tire, wheel, or outside the tire or wheel, driver(s) will be disqualified for the remainder of the racing event. Tire(s) in question will be confiscated and driver and/or car owner may be fined and could be suspended at Series Officials' discretion. Driver and/or car owner will be notified in writing of decision. All decisions are final.
- Any tire thought to be physically defaced or altered will be confiscated. While tire is in question, all money and points for that driver will be held until a ruling is made final. Any tire deemed to have been physically defaced or altered will be result in disqualification from the event (loss of money and points) along with the following:

PENALTIES FOR ILLEGAL TIRES:

First Offense: \$500 fine & 30-day suspension from all RUSH-sanctioned events plus all related lab testing costs.

Second Offense: \$1,000 fine & 90-day suspension from all RUSH-sanctioned events plus all related lab testing costs.

Third Offense: \$2,000 fine & 365-day suspension from all RUSH-sanctioned events plus all related lab testing costs.

Failure to allow any tire(s) to be confiscated will result in additional \$500 per tire fine in addition to any other fines and penalties. All decisions are final.

WEIGHT:

- GM crate engine #88958602 – 2200 lbs. (1-lb per green flag lap burn off in the feature only)

- GM crate engine # 88958604 - 2350 lbs. (1-lb per green flag lap burn off in the feature only)
- Bilstein Bandits Championship Program participants:
 - GM crate engine #88958602 – 2175 lb. (1-lb per green flag lap burn off in the feature only)
 - GM crate engine # 88958604 - 2325 lbs (1-lb per green flag lap burn off in the feature only)
- Attached weight must be securely bolted to frame with 2 1/2" or larger bolts. Weight must be painted white with car number displayed. Penalty for losing attached weight on the race track is disqualification from the event.

SUSPENSION:

- Standard Late Model suspensions only. No spring loaded or shock-type 4-bar rods. Only standard solid 4-bar rods allowed. No torsion bar front or rear suspension. Sway bar ok.
- Standard one piece bird cages; no split bird cages, etc.
- Standard Late Model suspension equals one (1) shock per wheel except on left rear. Left rear is allowed two (2) shocks; one in front of rear end, and one behind rear end. Shocks must be mounted vertical to axle tube, not horizontal. No shock to be utilized as a droop limiter; chains only; under slung bar type permitted.
- One mechanical traction device allowed, either 5th coil and shock, or spring loaded torque link mounted center top of rear end to frame. One (1) 90/10 shock allowed with torque link ONLY. 5th coil may NOT run 90/10 shock.

SHOCKS:

Shocks, at any position on the race car including lift bar or torque arm shocks, must be constructed of magnetic steel or aluminum. Shock of the "thru rod" style are NOT permitted. Remote reservoirs are permitted. Each shock may have a maximum of two external adjustment mechanisms. External reservoir may only have one external adjustment. Adjuster mechanisms may not be hidden by the rod end. All adjusters must

be located on the shock body, on the shock rod, or on the remote reservoir; cockpit adjustment are NOT permitted. NO remote adjustment of shocks is permitted, including electronic adjustment whether hard wired or wireless. Shock/Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.

Damper devices that are or can be referred to or defined as an "inertor" or referred to or defined as a "j-damper" are not permitted anywhere on the car.

STACKED SPRING:

One spring per shock; no dual stacked springs on any shock. Traditional take up springs will be permitted providing

they carry no functioning rate (must be able to fully compress by hand). **BILSTEIN**

BANDITS CHAMPIONSHIP PROGRAM:

Drivers wishing to participate in the Bilstein Bandits Championship Program must complete the Participation Form and be a RUSH Weekly Series Member prior to competing.

Only RUSH Late Model Series shocks by Bilstein or CR USA shocks by Bilstein may be used in competition when competing in the RUSH Bilstein Bandit Series. The part numbers that may be used are:

RUSH RF 12-2, RUSH RF 9-3, RUSH LF 2.5-2.5, CR USA LF 2.5-2.5, RUSH LB 5-3, CR USA LB 5030, RUSH RR 3.5-1.5, CR USA RR 3.5-1.5, RUSH LRF 2.5-2.5, CR USA LRF 2.5-2.5, RUSH LRF 0-6, CR USA LRF 0-6, RUSH LRB 3-6, CR USA LRB 3-6, RUSH LRB 3-9, CR USA LRB 3.9

Weight Rule:

- GM crate engine #88958602 – 2175 LBS. (1-lb per green flag lap burn off in the feature only)
- GM crate engine # 88958604 - 2325 LBS (1-lb per green flag lap burn off in the feature only)

Note: Participants must display a Bilstein Bandits Weight Sticker on both sides of car near rear window area. Sticker will be sent to participants upon receipt of Bilstein Bandits Participation Form

In order to further insure that all competitors are racing on unaltered shocks, competitors agree to allow race car to be inspected by RUSH and/or Track Officials at any time and for any reason, and agree to immediately relinquish any one or all shock(s) from any position or all positions on his or her race car to tech officials as a

swap. Competitor must accept from tech officials a shock(s) of the same valving part number in return for the shock(s) relinquished. Refusal of a driver to accept the "swap" will disqualify the driver from participation in the Bilstein Bandits Championship Program.

Shocks may not be altered in any way; shock shafts may not be shortened nor strategically bent to seek a handling advantage, gas pressure must not have been altered, and no tampering with the pistons, seals, oil, shock body or valve stack is allowed. RUSH Late Model Series competitors agree to willingly relinquish any shock that comes into question to RUSH Late Model Series tech officials for dyno testing and inspection to determine whether it is, or is not, a legal, unaltered shock. Shock(s) confiscated for further testing will be tagged by a numbered wire seal with Bilstein part numbers and wire seals documented on an official RUSH Shock Confiscation Form.

If, upon dyno testing and inspection, it is determined that the gas pressure, seals, piston, oil, shock tube, rod, or valving has been altered in any way, the shock absorber will be determined illegal and RUSH Late Model Series published penalties will apply.

If at any time at a RUSH-sanctioned event, a driver is found to have a shock installed on his or her car other than those specified in the program, that driver will forfeit all Bilstein Bandits Championship Points awarded from the start of the driver's participation to the date of the failed inspection. Nothing in this rule prevents a driver from re-entering the Bilstein Bandits Championship program, starting with a new application and starting at a subsequent event with a balance of zero points.

EXOTIC MATERIALS:

NOTE: All exotic materials are illegal, which includes titanium and/or carbon fiber.

EXCEPTION: As noted above, carbon fiber driveshafts are legal for safety purposes.

BODY (See illustrations at the end of this Rulebook for further body specifications):

- No raised or gurney lips of any type allowed on body. Doors and quarters must be flat or may have an outward body roll; no doors or body panels allowed to be rolled or curved inward. No tunneling of any type allowed underneath body, along frame, or around fuel cell area. A stone shield for remote oil filters or transmission is allowed, 24" x 24" maximum located near rear engine plate. (See illustrations at the end of this Rulebook for further body specifications).
- Spoiler (see body diagram for more details):
 - Maximum size is 8". Spoilers must be made of a solid material such as lexan, sheet aluminum, or materials of equal strength. Spoiler and spoiler supports should be made of equal material on all areas. No open spoiler supports. Spoiler height, width, and angle must be the same at all times for the entire area of the spoiler. No varying spoiler heights or spoiler

angles.

- In light of only slight variances in spoiler side templates, RUSH competitors may use either current RUSH template or templates that are the same as World Of Outlaws, and Lucas Oil, standard 8 inch spoiler supports.
- The measurement of the spoiler is a total of all material including any turns, up or down, and includes support brace. Spoiler must meet template with one single break.
- All specifications on body diagram are measurements above the deck. Be sure to allow 1" to 1 1/2" along lower edge to break for mounting purposes. Bottom corner of spoiler support should not extend past rear corner of deck.
- Roof supports or "C" pillars on both sides must be made of equal material. Window openings are allowed, but must be the same opening on left and ride side. If clear lexan window is used, it must be used on both sides. Both sides have to be either open, or both sides closed. Curved or arched roof supports allowed. 3" maximum arc allowed at widest point; checked with straight edge, extended from roof edge to door edge.
- Deck height: may be dropped no more than a maximum of 4 inches below the door; and must be enclosed at firewall.
- NO mirrors.

TRACTION CONTROL DEVICES:

- All Traction Control Devices are strictly prohibited during any form or portion of a RUSH Series sanctioned event, race or practice/test session.
- All traction control devices, whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed to control wheel spin, are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.

- At NO time during the 2016 season and beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's race car. There shall be NO driver controlled wheel spin, timing or fuel delivery control devices in the cockpit area of any race car.
- A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season. NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.
- GPS and/or any other type of electronic tracking and/or locating device will not be permitted for any reason.

RACECEIVERS/TRANSPONDERS:

NO radios other than RACEceiver communications between Track and/or Series Officials. RACEceiver is mandatory at all Tour events and may be mandatory at Weekly events (see each track's rules). Transponders are mandatory at tracks and events that require them (see each track's rules or Touring procedures for more info).

PERSONAL SAFETY EQUIPMENT:

General

- Each competitor is solely responsible of for the effectiveness and proper installation, per the manufacturer's specifications, of personal safety equipment and determining it to be adequate for competition at every event. Each competitor is expected to investigate and educate themselves for continuing improvement regarding their own personal safety equipment.
- RUSH Rules regarding safety equipment are the minimum and you will not be permitted to compete if your safety equipment does not meet the RUSH rules. Many tracks and or states require additional safety equipment not mandated by RUSH. Be sure to familiarize yourself with the requirements of each track. RUSH-sanctioned tracks and/or any track hosting a RUSH event will be required to enforce the RUSH safety rules completely without exception.

- Each car will be equipped with minimum of an SFI 16.5 or SFI 16.1 approved restraint system, until the date of the belt expiration (two years from the date of manufacturer). Seat belt restraint systems shall be installed and used in accordance with manufacturer's instructions. In any type of manufacturer's installation the fasteners should be magnetic steel unless using type of mount in which the seat belt wraps around the roll cage.
- Seat belt material should not be permitted to come in contact with any sharp or metal edge, including when the material passes through the seat.
- Rolled and/or deburred and/or flanged edges or anywhere seat belt webbing passes through and may come in contact with abrasive edges are recommended.

Protective Clothing

- All drivers will be required to wear a fire resistant driving uniform meeting minimum of the SFI 3.2A/5 specification and display a valid SFI 3.2A/5 label.
- All drivers should wear fire resistant accessories including but not limited to; head sock, under garments, shoes, and socks. All drivers are required to wear fire resistant gloves. Shoes and gloves will be required to meet minimum of the SFI 3.3 specifications and display a valid SFI 3.3 label.

Seats

- Aluminum and/or carbon fiber-type composite seats only will be permitted. If a carbon fiber-type composite seat is used it must meet the SFI 39.2 ratings. Aluminum seats with an FIA and/or SFI 39.2 rating are recommended. All seats must be mounted to the frame as required by the seat and chassis manufacturer. Full containment seat(s) and/or aftermarket bolt on head restraints are recommended.
- All areas surrounding the head should have padding.

3. A right side head restraint net and/or support is recommended. All head restraint nets should be equipped with quick release mechanisms.

Helmets

- All drivers will be required to wear a full-face helmet with a minimum safety rating of FIA 8860-2004, FIA 8860- 2010, Snell SA 2005, Snell SA 2010, Snell SAH 2010 and/or a valid SFI 31.1/2005 label.
- It is recommended that helmets should be fitted with the Eject TM helmet removal system.
- Head and Neck restraints are strongly recommended. The head and neck restraint system must be mounted and connected to the helmet per the helmet manufacturer and head and neck manufacturer instructions.
- Arm restraints are recommended and must be connected and used as instructed by the manufacturer.

Other Recommended

- Sharp and/or protruding edges in and around the cockpit will not be permitted.
- Windshield screens should be a minimum thickness of 0.090 inch and should be securely fastened to the roll cage.
- Driver's side window nets are highly recommended.
- A clearly marked electrical engine shut off switch within the reach of the driver.
- A clearly marked fuel shut-off valve within reach of the driver.
- Roll bar padding mandatory. Other cockpit padding, knee and steering pads recommended.
- Driveline U-Joint scatter shields are recommended.
- It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
- It is highly recommended all teams must have a fire extinguisher in the rear of their transporter with the car number clearly visible on the extinguisher. It is

highly recommended the fire extinguisher be a minimum of 20lbs and is recommended to FFF type chemical and/or Dupont FE-36 and/or equivalent.

GENERAL CAR INSPECTION:

All cars may be subject to technical inspection at any time. Any driver fails to cooperate and/or allow an inspection of his car at any time will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by the RUSH Series Officials.

MULTIPLE INFRACTIONS:

In the event driver and/or car is disqualified in post-race tech for the same non-"within the bolts" infraction twice (excluding tires, fuel, weight- see each rule for specific penalties), driver and car will be suspended for 7 days from all RUSH-sanctioned events. Each successive infraction will carry an additional 7-day suspension.

EVENT SUSPENSIONS:

Driver/Owner suspended for any infraction will carry over to ALL RUSH-sanctioned divisions and will preclude driver/owner from competing at ANY RUSH-sanctioned event until suspension is lifted.

LEGALITY OF PARTS:

If RUSH or Track Tech Inspector is unsure of the legality of a part, said part will be sent to GM or to RUSH Office for inspection. At this time, the feature finish will be frozen until legality of said part is determined. If at that time any competitor chooses to accept their pay before teching is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly. ALL ILLEGAL PARTS WILL BE CONFISCATED & DESTROYED! Not allowing confiscating of parts is considered "cheating within the bolts" and said penalties will be imposed.

APPEALS PROCESS:

RUSH will determine any and all suspensions/fines that are covered in the rules and any violation that may come up during the year. RUSH will make judgment on the sanctions and violator(s) will be sent official notice by a certified letter, return receipt requested.

Drivers and Car Owners has the opportunity to appeal his or her sanction and must do so in writing accompanied by any relevant documentation. Appeal must be in writing the night of the protest to the Track if at a Weekly event or to Series if at a Touring event. In

either case, a copy of the e-mail also MUST be faxed and/or e-mailed to the RUSH Office at 724-964-0604 or info@rushracingseries.com within 48 hours of violation.

RUSH will then set a date and time for the hearing at the business office located at the address of 4368 Route 422, Pulaski, PA 16143. The violator will present his case to the RUSH Racing Series.

Following the appeal hearing with the violator, RUSH will conduct further follow-ups, meetings, hearings, etc. with any other necessary party. Judgment then will be rendered to the violator by a certified letter, return receipt.

Violator(s) agrees that the decision made will be final and party posting appeal has no legal rights thereafter. In the event of a protest, the party that protested also agrees to accept final ruling on decision and has no legal rights thereafter.

Section 10 – Street Stock

General Safety, Procedural & Protest Rules apply unless otherwise specified. Please read & adhere to these rules.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS' DECISIONS ARE FINAL.

Raceceiver mandatory. (454.000)

Body: Any American made, rear wheel drive car or pickup. Minimum wheelbase will be 107" with a 1" tolerance. Full frame cars may replace rear frame after kick ups with 2 x 3 tubing. Stock unibody cars may replace with 2 x 3, 36" back from centerline of front wheels, must go over the top of rear end housing. BRP (Camaro clip) late model chassis allowed, must be converted to either F body (leaf) or G body (coil) rear suspension. Must be converted to 2 x 2 or 2 x 3 rails, from the point of termination of the stock clip rearward. Up rails back may be tubular. Minimum weight of 2900 lbs. with driver, after completion of race. Track scales will be used to determine legal weight. All lead must have car numbers on them. 4-point roll cage minimum, with 4 door bars on drivers' side, front and rear hoops. 1 ½" .095 tubing minimum. Stock steel bodies

allowed, optional aftermarket steel or aluminum bodies (AR bodies, 5 Star bodies, Performance bodies) legal. Rear windows on cars using station wagon bodies must always remain open. Must be ONE stock appearing, 5" spoiler allowed with 5" sides. Maximum body width 82". Must run stock type nose (no MD3, or Dominator type late model). Tail pieces optional. Must run full rear bumper, minimum 12" off track surface, and remain inside of rear quarter panels. Cold air boxes allowed. All cars must be presentable.

Front Suspension: All suspension and steering components must be OEM and in stock location, with the exceptions of steel tubular style upper control arms, shocks, and tie rods which may be changed to heim ends. Heim end tubular upper controls arms allowed. Steering quickeners allowed. Jacking bolts allowed. One nonadjustable, steel body shock per wheel, mounting location optional, no Schrader valves, or coil overs allowed. Any gas ports must be sealed. No bump stops allowed on any shock.

Rear Suspension: Leaf spring allowed. No pull bars. No 3 link. No panhard bar or j-bars allowed. Floater rear ends allowed. No gun drilled axles, steel spool only. No lockers or traction devices. No quick-change rear ends allowed. Rear end side, arm/housing brackets must be in stock location horizontally on the axle tube. Arms can be located anywhere vertically in brackets, no more than 6 ½" from housing. Factory frame cars with stock single mount on frame may drop to 6 ¾". Coil springs must be mounted straight above the axle and 34 inches center to center. Chassis side mounting brackets (upper and lower) must be in stock locations (+/- 1"). Must be stock width and stock height. Rear clip must be centered with front clip. Rear control arms may be converted to adjustable rods with heims but must retain stock length (+/- 1"). Mono ball also allowed. No spring rod style control arms.

Ignition: Factory type distributor, points or HEI only. No circuit board modules allowed. Distributor may be locked utilizing lock out plates, no welding. 12-volt electrical system only.

Engine: Factory sealed 602 crate with stock venture Holley 650 carb (4777, 80777, or 4150 HP allowed).

All engines must remain stock stroke configuration for manufacturing and cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum 48 lbs., no lightening or knife edging. No billet or aluminum rods. Flat top or dished pistons only, no part of the piston may extend above deck surface of block. Maximum overbore – GM 350.070, Ford 351.070, Chrysler 360.040, GM 400.040. Stock production blocks only. Cast iron stock production heads, bowtie heads, Dart SS10021070 or 10021010, World Products 043600 or 043610 with max 2.02 intake and 1.60 exhaust valve. Vortec 906 and 062 heads allowed. Dart 180 only - part #'s 10110010F or 10110010. Engine quest heads allowed Ch350c, ch350h. No race flow or undercut valves allowed. No porting of heads allowed. Roller rocker arms allowed, with ratio of 1.6 or 1.5. No shaft rockers unless factory stock. Screw in studs, guide plates, and stud girdles will be permitted. No Roller

camshafts. Must have OEM firing order. Engine setback MAX, center of number 1 spark plug hole in line with center of upper ball joint. Holley 4412 or 4412s, HP, or XP carbs allowed. Stock 1-3/8" ROUND venture size, all carbs must pass with track tech tools. Base plate butterflies cannot exceed 1.688". Stock cast iron 2 barrel, or optional aluminum intakes permitted. No porting, No marine, and No military intakes allowed. Weiland 7546, 7547, 7547-1 (chevy), 7515, 7516 (ford), 7545, 2920 (Chrysler), Edelbrock 5001, 2101, 2116, (chevy) m 5021, 5081, 2760 (ford), 5076 (Chrysler), and GM GMPP 602 crate intakes will be permitted. Any aluminum 2-barrel adapter, maximum adapter thickness of 1 1/8" with gaskets. Stock type fuel pumps only. 1-5/8 or 1-3/4 headers only, crossover headers or conventional down under headers only. No step, tri y, 180 degree, or late model style headers. No merge collectors. Mufflers mandatory, must exit behind driver. 3" pipes maximum. Site plug mandatory 3-6 inches from front of pan on left side.

Transmission, Bellhousing, Driveshaft: Any transmission, automatic or standard allowed. Standard must have steel bellhousing or blanket. Steel driveshaft painted white. Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft. Bert/Brinn/Falcon style tranny allowed.

Brakes: 4-wheel brakes mandatory. OEM calipers only. Aftermarket master cylinder allowed. Remote brake adjuster allowed.

Tires and Wheels: Steel wheels only with a maximum width of 8", bead locks allowed. No wide 5 hubs allowed. Must have racing type 1" lug nuts. American Racer 26.5/27.5 8" tires stocker ONLY. Medium or harder only, no softs allowed. American Racer 245/70/2015 DIRT compound non-DOT tires also permitted. No snows, aggressive tread, or duals permitted. No chemical treating.

Safety: All cars must have an aluminum racing seat safely installed with no less than 6 bolts (subject to tech). All cars must have a window net securely mounted. Net must be up and secure when on track. All fuel cells must have rubber flaps. All cars must have chain on front of tires.

*BRP and Hybrid (f/g combined) chassis guidelines and rules subject to change if chassis is proven to be over dominant.

ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEARDOWN.

Section 11- Hobby Stocks

WOODHULL HOBBY STOCKS

RULES ARE LOCKED IN FOR 5 YEARS- 2022, 2023, 2024, 2025, & 2026 SEASONS

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 participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final. Unless otherwise noted, all parts to be approved OEM and must match make and year of car.

SAFETY EQUIPMENT:

Recommended: collapsible steering shaft.

FRAME:

Any American OEM full body rear wheel drive passenger car, 1964 or newer, full frame or unibody. No SUV trucks or station wagon allowed! Frame must match body. Max wheelbase diff. 1 inch side to side. Wheelbase must match car used. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three inch steel tubing with minimum 0.095 inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. No panhard bar, track bar & watts link styles cars allowed. Unibody cars must have frame connectors welded in. Inner rockers must be reinforced with min. 2x2x1/4 angle full length of rocker welded in place. Roll Cage must be welded to angle. No tack welds permitted.

ROLL CAGE: NO SET BACK OR OFFSET CAGES- MUST BE STRAIGHT UP

Main cage must consist of continuous hoops, minimum 1.50-inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: 1.75-inch DOM low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to top of OEM frame and no farther back than kick in. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25-inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers and rear hoop and engine hoop required and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75-inch O.D. tubing. All bars must be inside body. Any cage deemed unsafe will not be permitted to run until repairs made!

DOOR BARS:

All door bars and uprights must be minimum 1.50-inch O.D. with 0.095 inch wall thickness. Minimum 4 door bars drivers' side, 3 bars passenger top bar must be parallel to ground, and perpendicular to driver. Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

BODY: All bodies must be unaltered OEM, or OEM replacement (Steel-magnet must stick), in OEM location and match frame. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (recommended to match body. OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Rear must be enclosed. No spoilers. No ground effects altering OEM appearance allowed. STEEL hood only. Hood may be gutted. STEEL trunk lid may be gutted. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed, unibody car must leave front and rear inner fenders to shock towers. Trunk floor directly over rear end housing must be removed. Overlapping of body panels permitted. All glass must be removed, all

windows in body must remain open (except quarter windows); maximum 7" metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. Hood scoops must be completely closed off and can be no taller than 3 inches.

DRIVER COMPARTMENT: Minimum one windshield bar, two recommended in front of driver. Heavy hardware cloth must cover at least half of windshield. Aluminum high-back seat only and must be bolted in using minimum 3/8" inch bolts. Driver must be sealed off from track, driveline, engine, and fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. Must have full stock or fabricated firewall and floorboard. From driver's seat to rear window may be enclosed. Inside rear quarter panels, below window level, may be cut out, except on unibody car must be left intact. Doors and driver side B-pillar may be gutted. Roof, kick panels, rocker panels, must remain intact. Full frame cars may fabricate firewall, 18 gauge steel frame rail to frame rail, must be stock height & stock location, OEM floor may be replaced from front firewall to rear firewall using steel fabricated floor pan, 18 gauge or minimum 0.049 inch thickness, securely welded to frame. Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum 8" tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.

FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, spring spacers, chains, or cables. OEM upper A-frame may be replaced using aftermarket upper A-frame (steel or aluminum cross shaft allowed), must be same dimensions of stock only no a frame kits. Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed.

STEERING: All components must be steel unaltered OEM, in OEM location and match frame. Exceptions: replacement spindle with Speedway Motors raised cast - part number 91034501 or Afco 34501-L & 34501-R; bolt on spindle savers allowed. OEM steering column may be replaced with steel steering shafts (Recommended: collapsible steering shaft). Steel knuckles only. No steering quickeners (minimum 2.5 turns lock to lock). No remote power steering reservoirs. Steering wheel and quick release (required) may be aluminum.

SHOCKS: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. All shocks must completely collapse at any time. No external or internal bumpers or stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2 1/8 O.D. shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole and centered on control arm bracket.

SPRINGS: One steel spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14" free height, non-progressive coil springs only. No spring rubbers allowed.

REAR SUSPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains, or cables. No suspension stops of any kind allowed. Spring perch must be welded directly to tube centered on housing.

REAR END: Approved OEM housing and carrier only. No floater rear ends. OEM, or OEM replacement solid steel axles only. 9" Ford rear end allowed but must be mounted like OEM rear end **stock height** on mounts(centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Must be welded spider gears, or mini spool. No torque dividing mini spools or differentials.

BUMPERS/RUB RAILS: Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only. One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5" O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness. Maximum 2" x 2" skid rail allowed, must be tight to body, no open ends, ends must be angled in toward body. ALL CARS MUST HAVE TOW CHAINS FRONT & REAR if cannot be towed away by the bumper.

TIRES/WHEELS: Unaltered 15" passenger car tires only. Tire size must be legible, any tires without size, will be illegal. May run one size different up or down, side-to-side max 235/70, no 60 or 65 series tires. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding, or grooving. Must durometer a minimum 50 hot. Maximum eight inch wide, 3 to 4" inch offset, steel wheels only- must weigh minimum 19 pounds. No wheel spacers. 1" O.D. steel lug nuts required. No bleeder valves. Bead locks are allowed on the Right Rear only. No mud plugs allowed.

BRAKES: Steel, unaltered OEM, or unaltered OEM replacement, operative four-wheel, disc (front) and rear brakes. OEM or OEM appearing master cylinder must be in OEM location. No antilock brake systems. No brake shut-off or bias adjuster. Steel brake lines only, must be visible. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs. no three-wheel brakes, must be able to slide all four tires at any time a brake check is done.

EXHAUST: OEM cast iron exhaust manifolds, center dump type manifolds or 1 5/8 tube street headers permitted only, No step headers. Exhaust manifold can be ported and drilled to fit. No adaptor allowed between manifold and head. May use maximum 2.5" O.D. exhaust pipes. Exhaust must extend past driver. Must remain dual exhaust, no crossover or 'Y' pipes. No pan evac systems, exhaust sensors, coatings or wrap.

FUEL SYSTEM: Racing fuel cell required, maximum 22-gallon capacity, must be in minimum 20-gauge steel container. Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum 1" square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators. Fuel shut-off required.

Carb: Stock Holley 4412. Carb spacer Maximum 1", no tapers or radius. Trans Dapt 2065 allowed.

FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives.

WEIGHT: 3000lb after race. weight may be added must be painted white with car no. No titanium, magnesium, or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

BATTERY/STARTER: One 12-volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. Stock mount starters only no gear driven, except stock Mopar.

GAUGES/ELECTRONICS: No timing retard controls, 12-volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. The distributor may be locked out but CAN NOT be welded. A lockout plate that screws in and locks the advance out must be utilized. Must have stock appearing module and Ignition rotor, cap, coil, and module must remain OEM-appearing. All wiring must be visible for inspection. Alternator with internal regulator allowed. 14.5 volts max. No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational. Manual: Must be unaltered OEM three or four speed, with minimum 10.5" steel/organic single disc-type clutch and steel pressure plate assembly, bellhousing - minimum 270 degrees around top of clutch and flywheel area. Scatter shield recommended, No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel only - 16 pound minimum - \$150 fine if illegal. Automatic: Must be unaltered OEM, with unaltered OEM pump. scatter shield or explosion-proof steel or aluminum bellhousing. Minimum 10" diameter torque converter containing a minimum of three quarts of fluid - \$150 fine if illegal. Torque converter must have a minimum 0.125-inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by 3" steel, 270 degrees around flex plate. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Drive shaft: Steel drive shaft (minimum 2.5" diameter) and slip-yokes only. Drive shaft must be painted white. 360-

degree driveshaft loop within 1 foot of front U-Joint required and must be constructed of minimum 0.25 inch by 1" solid steel, or one inch tubing, 180-degree driveshaft loop within 1 foot of the rear U-Joint.

ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Ford metric frames must have back of fuel pump in front of cross member. Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Aftermarket steel engine mounts allowed. No mid-plate allowed. Engine must be OEM appearing, must be able to be used in conventional passenger car without alteration. Minimum two-core radiator must be mounted in front of engine. Overflow tubes must be directed to ground. (2) Steel or aluminum V-belt pulleys only. No electric fans, surge tanks or vacuum pumps.

ENGINE OPTIONS AND SPECIFICATIONS: 9.6-1 comp ratio max. All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word CRATE. Must be contrasting in color from body, minimum two inches tall. Markers not acceptable.

(Option 1) GM 602 CRATE ENGINE: Must use unaltered sealed GM #88958602 or #19258602 crate engine. Upon inspection, any different, altered, or missing GM seal bolts will result in disqualification, loss of points and fine. Officials have the right to perform any tests including but not specific to rocker arms, pushrod and valve spring inspection, tests of cubic inch, compression ratio and Cam Doctor. Any engine competing is subject to further testing and confiscation by officials.

(Option 2) ENGINE: Any American make engine allowed. BLOCK: OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. No Stokers. Stroke must match block. No 400 or larger cubic inch parts allowed. Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Violation of cubic inch limit must be verified by removal of head and will result in disqualification, loss of points. Maximum compression ratio is 9.6:1, no tolerance. Compression ratio checked using Whistler and cubic inches checked using pump, OR by visual inspection of part and/or casting numbers, pistons, etc (track option which method is used). Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aero wing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing

replacement steel rods only – GM 5.7", 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. No splayed main caps. Conventional flat tappet cam and lifters only, cannot alter lifter bores. Max cam lift .480". OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). May use oil restrictors. 'Wet' sump oiling system only. Steel oil pans only. Racing oil pans allowed. Mandatory one inch inspection hole in all pans - no obstructions to crank and rods.

CYLINDER HEADS: Steel OEM production only. No porting, polishing or unapproved alterations allowed to any cylinder head or intake, disqualification, and \$250 fine if illegal. Screw-in shouldered studs (GM 0.375-inch max) and polylocks allowed. No stud girdles. Stock stamped rockers only 1.5 ratio for GM, 1.6 ratio for Ford. GM - 1.250 inch (\pm .015 tolerance) maximum O.D. valve spring, Ford- 1.4-inch maximum O.D. valve spring, no beehive valve springs allowed.

INTAKE: Must use unaltered aftermarket aluminum intake. Allowed intakes are Weiland GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701 #2101, #2116; Ford #7121, #7181, #7183; Chrysler #2176. GM 602 crate intake allowed. No cooling lines allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only

Section 12 - Mini Stock

General Safety, Procedural & Protest Rules apply unless otherwise specified.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS' DECISIONS ARE FINAL.

Class Tear Down: is \$400.00 for three (3) specified items only. \$300.00 for the protested car if found legal or \$300.00 returned to protester if protested car is illegal. \$100.00 going to Raceway Tech Division.

ENGINE: Engine must remain stock as manufactured - 2300CC Ford or Toyota 22R. Flat top or dish pistons only. No rotary or fuel injected motors. .040" cleanup on cylinder bores allowed. 1" pipe plug installed in oil pan that makes viewing of rods and cranks possible with engine installed in car. Must pull 1" plug or pan for inspection. Stock Stroke crank shafts only. No light weight, cut down or narrowed crank shafts allowed. No knife edging, no drilling to lighten before balancing, no polishing of counterweights. Pistons may not come above deck of block. (Exception: Toyota laser block pistons do come above deck in stock form). No lightweight pistons or rods. OEM replacement only for engine being used. Hypereutectic allowed. **No** forged pistons. **Exception:** 4-cylinder Ford may use late model 2300cc Ranger piston & rods. May run a windage tray. Stud girdles are allowed.

Head: Adjustable or multi-key slot timing gears allowed. Sand blasting, bead blasting, acid-dipping, porting, polishing, and welding are prohibited. Special Note: Heads will be pulled occasionally to check for illegal work being done in areas that can't be seen externally. (Valve pockets, ports, etc.). **NO MILL RULE.**

CAM RULE:

OPEN CAM RULE, ANY LIFT, ANY TYPE CAMSHAFT ROLLER, SOLID OR HYDRAULIC. NO TITANIUM, STEEL ONLY.

COOLING SYSTEM: One aluminum, copper or brass radiator allowed must be in front of engine. Electric fans allowed Cast iron or aluminum water pumps allowed.

Carburetor: One carburetor only, 4412 Holley stock carburetor allowed, no HP. Remove choke plate and re-jet only. Stock Carburetor plate or spacer for engine used. 1 inch spacer allowed thin gaskets only no tapering or modifications of any kind to said item. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed. May run after market air cleaners. Intake must be OEM as cast, no modifications. EFI Intake is allowed.

DISTRIBUTOR: Stock distributor. Stock type module. NO high-performance modules. Super coil allowed.

TRANSMISSION AND DRIVE LINE: Fly wheel stock steel, no aluminum, etc. minimum weight 18 lbs. Note: Fly wheels will be weighed. Clutch must be OEM type only, no lightweight parts. This means clutch disc & pressure plate. Note: These parts will be checked & weighed at the discretion of the tech staff. Transmission must have all gears always working. Drive shaft steel only, no ultra-light steel drive shafts. Rear differential must be locked, no spools or aluminum parts.

CHASSIS AND BODY: Stock original unibody with full floor, firewalls, trunks, and inner fenders. 2" maximum hood scoop. No holes in hood. Rear spoiler allowed, 4" Maximum. May use stock appearing, aftermarket steel and aluminum bodies, must match stock body design at the discretion of the Officials. May fabricate frame front and rear using 2x3" tubing from strut tower in front forward and centerline of rear axle to the rear. Any 4-cylinder sedan, subcompact or compact two door cars. No convertibles, station wagons, two seat sport cars, four-wheel drive, independent suspension, or front wheel drive cars allowed.

FABRICATED ROOF & ROOF POST DIMENSIONS:

Maximum roof length front to back 48". Maximum rake 4" from highest point to lowest point. Rear Roof Post/Sail Panel maximum length 28" at bottom or widest point. Maximum length at top 18". Top rear edge must be even with back of roof. THIS IS FOR AFTERMARKET or FABRICATED BODIES ONLY. Stock bodies must remain stock dimensions.

Must be front engine cars only. All glass must be removed, and a screen placed in the windshield area. Must have front loop. Must have a complete 6-point roll cage, installed in a safe professional manner. 1¼" .090 wall steel tubing minimum with three door bars on driver's side and two bars on passenger side. All roll cage in drivers' area

must be padded. Front loop to protect drivers' legs and feet. No sharp pointed objects in driver's area. Must use aluminum high back racing seat with padded head rest that is securely fastened. Must have 5-point racing seat belt harness 5 years old or newer securely fastened with bolts. Neck brace is mandatory. Racing fuel cell is mandatory. Fuel cell must be mounted in a safe and professional manner. Must have a protection loop behind fuel cell. Fuel cell must be protected on all sides with minimum 18-gauge steel minimum 12" from ground. Must have firewall between drivers' compartment and the trunk area. Fuel shutoff must be in reach of right-hand side of driver and the master switch on left hand side of steering column face of dash.

WEIGHT: 2500lbs minimum weight with driver after race. Any weight inside the drivers' compartment must have a 2"x2"x1/4" minimum plate on the backside of weight.

BATTERY: Any battery inside drivers' compartment must be in a Marine-type container, and a master switch on the left hand side of the steering column face of dash.

SUSPENSION: Must have stock suspension. Stock type (mount) shocks, non-rebuildable oil shocks, racing springs allowed, adjustable cups allowed. All front control arms and rear trailing arm pivot points must be in stock position. All cross members must be in stock position, no slotting of holes or repositioning of cross members to alter the wheelbase or change angle of control arms and trailing arms.

BUMPERS:

-Must run a stock type facia/or bumper front and rear. No square block-shaped bumpers, round tubing only. No exterior bracing. Side rails must have maximum of 1 3/4" OD. All exterior tubing must be round. All tubing must be reduced back into and attached to the frame or cage. 18" center from ground.

EXHAUST: Proper installation and maintenance is the responsibility of the car owner. Exhaust must exit behind the driver. If inside car must be covered with tin. Stock exhaust or header allowed.

WHEELS AND TIRES: Stock reinforced steel wheels only on right side allowed. Stock wheel on left side or approved steel wheels. No re-welded or altered wheels allowed. 7" wheel width maximum. Stock tires or recaps on DOT passenger cars casing only. DOT tread pattern. Maximum width of 7". Offset must be a minimum of 3". A minimum durometer reading of 50 hot. No racing retreads, example, Marsh, Diamond

Back, and Towel City. No aggressive design. Grooving allowed. Buffing or siping is allowed. NOTE: All tread designs must meet with approval of tech staff prior to racing.

BRAKES: Four (4) wheel brakes required. 4-wheel disc brakes allowed on 94 or newer mustangs. Must be capable of locking and sliding all four (4) wheels. Brakes may be checked at any time. Aftermarket OEM aluminum calipers allowed, must be same size side to side.

Section 13 – FWD Mini Stock Transponders Mandatory**

BASICS:

- Must be a stock 4-cylinder car.
- No turbo or rotary engines allowed.
- Stock-type fuel injection or stock manufactured carburetor only (Motorcraft, etc...). ONE 0.800" maximum throttle body spacer may be used. No Holley, Weber or other racing carburetors allowed. Carbureted cars must be stock for engine.
- Motor must be stock appearing.
- Motor must match brand of car. (ex. Honda must have Honda engine)
- Any air or oil filters. (K&N, etc.)
- Intake may be ported but must be a stock intake. No Skunk 2, etc.
- cold air intakes are allowed. must not extend through the hood
- Aftermarket radiators okay. Radiators can be braced for support.
- Aftermarket (racing) headers are allowed. exhaust must exit behind driver
- Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coils must remain OEM.
- The fuel rail should remain stock-type and stock appearing.

WEIGHT RULES:

- All cars must weigh 2,200 pounds with car and driver after the race.

BODY / WHEEL / TIRE RULES:

- Any front wheel drive car.
- No all-wheel drive cars or all wheel steer cars.
- Must have stock rear and front suspensions as from factory, Slotting of factory mounting holes allowed. Plating for safety is allowed.
- No racing springs (lowering) or shocks allowed. Spring rubbers are allowed.
- Rear control arms should be stock but may be braced / strengthened / repaired. No adjustable control arms. No heim joints.
- Stock type aftermarket suspension bushings are allowed.
- Must have a fully welded, quality built MINIMUM 6-point roll cage inside the car with minimum of 0.95" thick tubing. Officials have final say in safety of the cage.
- note:main cage should be anchored full length to pinchweld using 2x2 3/16 angle iron minimum
- Minimum 3 driver door bars / 2 side door bars. must have drivers side door plate 1/8" steel or 3/16 aluminium.
- Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners. Coverage is at officials' discretion.
- stock and aftermarket racing wheels allowed - 7 inch maximum. NO BEAD LOCKS.
- Street legal DOT tires required. No drag radials, mud grip lug tires, racing tires or racing recapped tires allowed. Directional tires are allowed.
- Tires can be mixed and matched for stagger. Grooving is allowed
- Aftermarket asphalt style nose pieces allowed.
- 6-inch metal support to extend out behind nosepiece or to hold grill in place allowed.
- No push bars to extend outside of bumpers or beyond nose piece.
- No rub rails allowed on sides of body.

- Some sheet metal will be allowed for repairs. Cars should remain as close to stock appearing as possible. No more than 1/3 of the body can be sheet metal. Officials have final say.
- Gutting of body is allowed however car should have all body panels and maintain reasonable appearance of stock car.
- Driver and front passenger door window openings along with rear and front window openings must remain open and uncovered. Rear door and/or small rear side windows can be closed or covered.

SAFETY:

- RACING (not motorcycle or DOT) helmet, SA 2010 or newer is required.
- Minimum single-layer fire suit required. (SA 3.2A specification recommended)
- Fire proof gloves are MANDATORY. (SFI 3.3 specification recommended)
- A 4- or 5- point harness, properly mounted to the roll cage per manufacturer' specifications, is required. Must have been manufactured in the last 5 years. Any worn, abraded or torn belts shall be replaced.
- A fire extinguisher is strongly recommended and should be securely mounted within drivers reach.
- Only racing-type seats, properly mounted per manufacturers' specifications, are allowed. A full containment seat is strongly recommended.
- A head and neck restraint system (SFI 16.1 compliant) is strongly recommended.
- Racing fuel cells are highly recommended.
- Window net is MANDATORY.
- An approved firewall must be in place between driver compartment and fuel cells, fuel lines or tanks.

Section 14 – Woodhull Warriors 4 Cylinder Youth Class

Please read the general, procedural, safety, Mini Stock and Front Wheel Drive

(depending on type of car) rule sections and the rules below as they all apply to this class

Same car may be used and is encouraged in both Mini Stock/FWD & Woodhull Warrior classes.

WEIGHT: for Woodhull Warriors is 2450 minimum weight with driver after race.

Must be at least 12 years of age with Parental Consent Form signed by both parents or legal guardians.

Must also provide a copy of the Youth Driver's Birth Certificate to be held on file at the Woodhull Raceway office.

Youth may race until his/her (16th) sixteenth birthday and finish the season in the Woodhull Warriors or move up to a different division.

Any Woodhull Warrior who competes in an adult class of any kind, at Woodhull Raceway or outside Woodhull Raceway, will lose all points and will no longer be eligible to compete in the Woodhull Warriors at Woodhull Raceway.

Any Woodhull Warrior driver found in line up without neck brace, gloves, racing shoes or boots will not be let onto the racetrack. **NO SNEAKERS OF ANY KIND.**

Section 15 - Open Show Rules

SS Open Rules

- Any steel Small Block engine
- (1) 2bbl carburetor (except sealed 602 may run 4bbl)
- 8" tire, 10" MAX width on any tire
- Must have street stock suspension and bodies
- No weight rule
- Transponders required (minimum 12" from center of rear)
- One-way raceceiver required

Mini Stock Open Rules

- (1) 2bbl carburetor
- 8" MAX width on any tire
- Stock-type suspension
- No weight rule
- Transponder required (Minimum 12" from center of rear)
- One-way/Raceceiver required

Front Wheel Drive Open Rules

- No Racing Tires (No Bead Locks)
- No weight rule
- One-way/Raceiver Required
- Transponder Required (Can be rented in Scoring Tower)

Section 16- Points

- Points are awarded to the driver of the car according to the finish of the feature race. Points are NOT awarded to a particular car.
- Any driver that qualifies for the feature but does not start the feature will receive 5 points.
- Any driver that runs a heat or consolation race but does not qualify for the feature will receive 1 point.

Heat Race Points:

1st 5

2nd 4

3rd 3

4th 2

5th 1

Allocation of Points for Feature Races:

1st 30 9th 18 17th 10

2nd 25 10th 17 18th 9

3rd 24 11th 16 19th 8

4th 23 12th 15 20th 7

5th 22 13th 14 21st 6

6th 21 14th 13 22nd 5

7th 20 15th 12 23rd 5

8th 19 16th 11 24th 5

Point Fund Awards: No car will receive point money unless it participated in at least half of the Woodhull Raceway point races during the year.

Top 10 in points to receive point money and trophies, if they have participated in at least 50% of the regular season points-paying shows. Drivers or representative must be at awards ceremony to receive point money.

Rookie of the Year: Will be awarded to the highest points finishing rookie in each division, as determined by track officials. A driver is allowed to race up to 5 races, including special events, in a new division and still compete for rookie of the year the following season.

ALL CLASSES

Any car found illegal after a heat race, driver and car will be disqualified for the night plus:

Any car found to be illegal after feature will lose nights points and money plus:

50 points - 1st time

100 points - 2nd time

150 points - 3rd time