



Woodhull Raceway's Official Rules

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

2026 Changes in RED

Tech Staff:

Todd Burgess – Tech Coordinator (607) 331-7520

Mike Jackson – Tech Inspector (607) 695-2351

Social Media Conduct: Competitors and fans at Woodhull Raceway are expected to uphold the integrity of this business relationship in all posts on social media. Any post viewed as detrimental to the Woodhull Raceway, its officials, or marketing partners could result in a fine of up to \$1000, a loss of all points, and/or suspension from Woodhull Raceway. Victory lane speeches should focus on the driver's win. Verbal bashing of the track, track officials, track sponsors, or other drivers will not be tolerated and a fine will result from such actions.

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 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/her opinion does 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 the benefits described under the benefit plan.
- All people from age 17 and under must have a minor release form signed by a parent or a legal guardian and provide proof of age.
- All insurance benefits are excess.

Section 2 – Handicapping/Scoring

- Car numbers will be assigned by track handicapper. Whenever possible, the requested number will be assigned. The handicapper reserves the right to issue all numbers 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. Any number followed by letters or symbols must follow the sizing rule of 3" wide by 18" tall.
- The 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.
- 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 and be a minimum of 3" wide and 18" high. All numbers will be legible, or they will not be scored. Roof numbers must face the scorer's tower.
- No wording that may be deemed offensive is allowed on any car.
- Track promoters may require raceway sponsored decals to be displayed on car.
- The numbers of cars to be qualified in each heat will be decided by the track officials and announced before the first heat of each event. No more than six (6) to qualify from any one heat race.
- Drivers may only attempt to qualify one car per class. On postponed events, the driver is qualified. Drivers entering more than one division will be required to pay a \$40 fee for each additional division entered.
- Crate Sportsman drivers are not allowed to enter the same car in the Modified division.

- All driver changes must be reported to the track handicapper and pit steward before the race. All drivers that change cars must go to the rear of the field.
- Transponders are mandatory in all classes for any scoring and timing events. Nightly rentals are available from the track; however it is recommended that you purchase your own. **Drivers need to have an account set up with My Race Pass in order to register at the draw window and to be scored during the races.**
- Transponder location: Modified and Crate Sportsman to be located 24" behind centerline of rear axle to front of the transponder, minimum. Rush Crate Lates refer to Rush specifications. IMCA Modifieds refer to the IMCA rulebook. All other classes to be located 12" behind centerline of rear **wheels** to the front of the transponder, minimum.
- Cars without transponders will not be scored or paid.
- Raceceivers are required for all classes and shall be utilized every time the car is on the track, including hot laps. The track utilizes channel 454.000.
- No two-way communication devices are allowed. **No cell phones or smart watches. GPS and/or any other type of electronic tracking and/or locating/positioning device will not be permitted for any reason. GoPro and/or similar camera devices are permitted providing they do not interface with the car, electronic or otherwise, and do not transmit any signals. Cameras not meeting specifications are subject to confiscation. Multi-channel Raceceivers must have all channels tuned to 454.000.**
- Classes will use a draw/redraw format for the heat and feature lineups, with the prior week's feature winner to start no further forward than the last qualifying spot in this week's feature. Special event races will use draw redraw, giving show up points and finish points to drivers.
- The top 5 current season point participants in all classes are guaranteed starters for regular season events but must be present for qualifying heat for such race, not including special or open show events. Guaranteed starters must start behind the last qualified car.

- Points are official when posted on track website OR on pit board. If there is a mistake, the owner or driver has five (5) days from posting to file a protest.
- Any driver found to be illegal during tech inspection must be verified by a tech inspector to be legal before being allowed to race again.

Section 3 – General Safety

(This section pertains to ALL classes, unless noted otherwise in class rules section)

- 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 and technical inspection at any time. Cars must be free from mechanical defects and be in safe racing condition. The decision of the officials will be FINAL. No wagons or trucks are allowed in any class.
- All drivers must wear a helmet (Snell SA2015 or newer mandatory), SFI rated fire suit, gloves, racing shoes, neck brace (or head and neck system), and harness with submarine strap any time the car is on the racetrack. Fire-retardant underwear, arm restraints, & head sock are recommended. Any driver utilizing a head and neck system must also utilize a racing seat with left and right head supports.
- 3" wide, quick release safety belts & shoulder harnesses with a minimum of one submarine strap is mandatory. Belts with a 2" section in the shoulder harness to accommodate head and neck systems will be allowed. All belts must be securely fastened to the frame or cage. Belts shall not be more than five (5) years old and show no signs of fray or deterioration. Belts that are two (2) years old or less are recommended. Belts must be installed per the manufacturer's instructions.

- Driver's seat must be a high back racing seat (aluminum only) and securely fastened to the frame or cage with six (6) 3/8" diameter bolts minimum (four on seat bottom and two on seat back). Seats mounted over driver lines must have a minimum 1/8" thick steel plate under the seat and up the back of the seat 4" and be as wide as the seat. Full containment seats are recommended.
- All glass must be removed from windows. Windshields shall be replaced with a **screen** of substantial material (no chicken wire or aluminum). Driver window nets required **in all classes except Modified and Crate Sportsman**.
- All plastic, die cast grills & chrome must be removed.
- Shock resistant roll bar padding shall be installed on all bars that the driver's head may contact while strapped in the seat.
- Drive shafts & extra weights must be painted white & have the car's number clearly displayed on them. Any weight that falls off a car during a race will result in disqualification for that race.
- Weight ballast must be securely fastened with a minimum 1/2" diameter bolts.
- All nerf bars must be a minimum of 1 1/2" diameter tubing and a maximum of 1 3/4" diameter tubing and extend no wider than the tires.
- Floorboards must extend behind the driver.
- Must have two throttle return springs & a steel toe loop on gas pedal.
- Pressure tanks are not allowed on fuel system.
- No unapproved rubber gas lines to run through the driver's compartment. No cast iron fittings.
- No electric fuel pumps and no glass bowls on fuel pumps allowed.
- No cool cans.
- Must use fuel type hose for fuel line. Steel braided lines are recommended.
- Racing-type fuel cells are required for all classes except the 4-cylinder FWD cars.

- 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 cell joining the rear most portion of the chassis. Fuel cells must be secured by at least two 1/8" thick, non-perforated steel straps and each strap must be a minimum of 1" wide. Each strap shall be bolted with at least two 5/16" diameter 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 color and be within the driver's reach.
- A battery disconnect is required and must be mounted on the left side of the steering column. Switch must be visible and have easy access for emergency personnel from outside of the car.
- Wheels must be secured with a minimum of five lug nuts. Mini Stocks shall have a minimum of 4 lug nuts. Modifieds shall have a minimum of three lug nuts on the front wheels only. No knock off hubs. No studs can be missing, and all studs must have lug nuts on them.
- Cars must have the hood and rear bumper on, always.
- Pick up hooks are required on both ends of the car.
- The Tech Inspector reserves the right to request body sheet metal to be replaced and painted.
- 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 used for fasteners.
- No screws or locking devices of any type through the bead of tire.

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

Section 4 - Procedural Rules

1. No one shall enter the raceway tower or onto the racetrack at any time during the race program. **Fines and suspension will occur.**
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. At 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 all matters pertaining to the race & the driver only shall take part in any arbitration with the officials in charge. The driver is responsible for all the legalities of the car.**
5. Any person taking physical action against an individual or personal property, for any reason, will be automatically fined a minimum of \$250 and/or suspension. Suspension & fine may be extended at the discretion of the official and/or management.
6. No driver or Pit Crew member shall subject any promoter or official to threats, abuse, 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 the sale of tickets or honoring pit passes to any undesirables without giving a refund.
8. Excessive speeding in the pit area will be subject to a penalty which can include loss of points and/or a fine.
9. Safety & wrecker crews only are allowed on the track in the event of an accident. Violation of this rule by pit crew members will result in a loss of points and a fine for the driver.

10. No repairs to be made on the track. During cautions, if a car pulls off track for any reason, this car must restart in scratch position behind all cars including lapped cars. All repair work must be done in the pit area. Any driver delaying the restart of the race **may** be disqualified **at the discretion of the Race Director**.
11. All drivers must be ready to compete and have their cars in line before each event enters the track.
12. Each car will start the race on its own power or start in the back of the field.
13. **Any car requiring a push start will have one lap to fire and only one attempt to do so. After attempting to fire for one lap, if the car does not fire and run on its own power, it will be pushed to the pits. Any car requiring a push start will start at the rear of the field.**
14. 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.
15. 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.
16. During a caution or red flag any car going to the infield or pit area must return to the back of the field. (Including lapped cars)
17. All Starts will be double file at the race director's discretion until halfway (Single afterwards). Initial starts will be started by the flagger **within the start zone as designated by the orange cones**. During restarts **only**, the leader has lane choice and **regardless of lane choice, has** the advantage to fire first. Consecutive yellow flags will prompt a single-file restart. The race director has discretion to return to double file.
18. 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.
19. Any driver guilty of violating any of the flag or light rules will be penalized at the discretion of the starter.
20. 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. A fined driver will not be allowed to compete until the fine is paid.

21. Any driver black flagged/disqualified during the feature will not receive prize money, with feature points at discretion of the track officials.
22. 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 race, and may receive a fine and suspension at discretion of officials.
23. Any driver racing through the infield will be disqualified and parked for the race, including loss of money and points for the entire event.
24. Any person found violating these rules or specifications may be subject to a fine, expulsion or both depending on the case.
25. No driver will exit their vehicle on the racing surface unless an emergency condition requires them to do so (i.e., fire, rollover, etc.). If the safety crew clears the driver to exit vehicle, the driver must stay with safety officials after exiting the car. Driver will be disqualified and lose prize money and points for that race. **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.**
26. Cars must be on track when hot laps are started and may not enter during or with another class. Practice laps will not be given during intermission or between qualifying events.
27. **Drivers' meetings are mandatory to attend. Roll may be taken and drivers not in attendance will be required to start in the rear of the heat race.**
- NO TRACTION CONTROL DEVICES (ELECTRICAL OR MECHANICAL) ARE ALLOWED IN ANY RACE DIVISION COMPETING AT WOODHULL RACEWAY.**

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 BLACK FLAGGED for that race.

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

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, allowing the passing car or cars to go by. (Hold a consistent line). A driver who uses the Blue & Yellow flag to his advantage by passing 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 for 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 their 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 the race director. 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 protests must be made 20 minutes before the event. Any time a tool or mechanical device must be used by an official to determine rule compliance, it is not a visible protest. For the purpose of a subsequent appeal, any official's measurement is presumed to be correct. The protester's car will be checked the same as the protested car.

Tear Down Protest

1. Immediately before the start of the feature, the protesting driver must present money and a written description of the protest to the Pit Steward or

Tech official, and his car must remain in the infield. If the protester's car enters the pits, the protest is void.

Both the protesting driver and protested driver must have raced a car in that class for three consecutive races.

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

The 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 the track.

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

-Engine tear down Mini Stocks & Front Wheel Drives \$400 (US funds). \$150 will go to the 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 and these results will be considered final. Only driver protests on racing results considered.

3. If a race result is protested, the track management may delay the 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 deem it to be 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.

Modified drivers **MAY NOT** race Crate Sportsman *on same night* for regular points-paying shows. For special nonpoint events, drivers may pull double duty but must pay extra pit pass.

SAFETY:

ALL GENERAL SAFETY RULES LISTED IN SECTION 3 APPLY, ALONG WITH THE FOLLOWING-

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 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 the 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 the 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 lightening purposes. Front and rear driveshaft hoops are 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 the front edge of the seat.
8. 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 are 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.
9. A horizontal bar with minimum dimensions of 1" by .095" thickness must be mounted behind the fuel cell for rear impact protection.
10. 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.

WEIGHT: Minimum 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. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, securely fastened by minimum ½" diameter bolts and must remain stationary while racing.

BODY:

Standard Northeast Dirt Modified body rules apply.

Sail panels are permitted. Sail panels must be even and mirror each other in size and shape, side-to-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 and can only be checked pre-race. There will be no alterations (louvers, cut-outs, etc.) permitted to the sail panels. A roof spoiler/wicker bill, no taller than four inches, is permitted.

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 the centerline of rear axle: 44 inches maximum, 36 inches minimum

60 inches forward from the 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 maximum height is 50 inches.](#) Minimum ground clearance of the door skirting is 6 inches and the minimum for the rear quarter-panel skirting is 8 inches.

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 Northeast Dirt Modified racing. Standard Dirt Modified chassis only.

SEAT LOCATION: 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.

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 LOCATION: 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 are 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 the 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 bell housing.

Cars must have a battery and a self-starter in 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 are allowed. No limited slip type rear ends or hubs are allowed. No lockers or two speed rears are allowed. Rear ends 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 axles or dropped axles 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 $\frac{1}{2}$ ".

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 is 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 overs, leaf springs, etc.) providing they are made from steel. No carbon fiber or titanium allowed.

SHOCKS: Only one shock per wheel. No titanium.

BRAKES: All cars must have four (4) wheel hydraulic brakes in good working order. Right-front brake shutoff permitted (only). No carbon fiber or aluminum rotors or pads allowed. On live rear axles, one inboard and one outboard brake assembly is allowed.

FRONT BUMPER: Must be constructed from round steel tubing only, with a minimum of 1 $\frac{1}{4}$ " 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 protrude more than 24" in front of front axle center centerline.

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

REAR BUMPER: Must be from round steel tubing only, with a minimum of 1 $\frac{1}{2}$ " 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. Tanks 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 a 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 only 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 the top. No fuel lines bigger than #10AN.

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.

Pump gas or racing fuel only. No alcohol. **No E85.** No nitrous. No oxygenated fuel. **Pump gas to have a maximum 15% ethanol content.**

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.

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.

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 plastic covers (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.

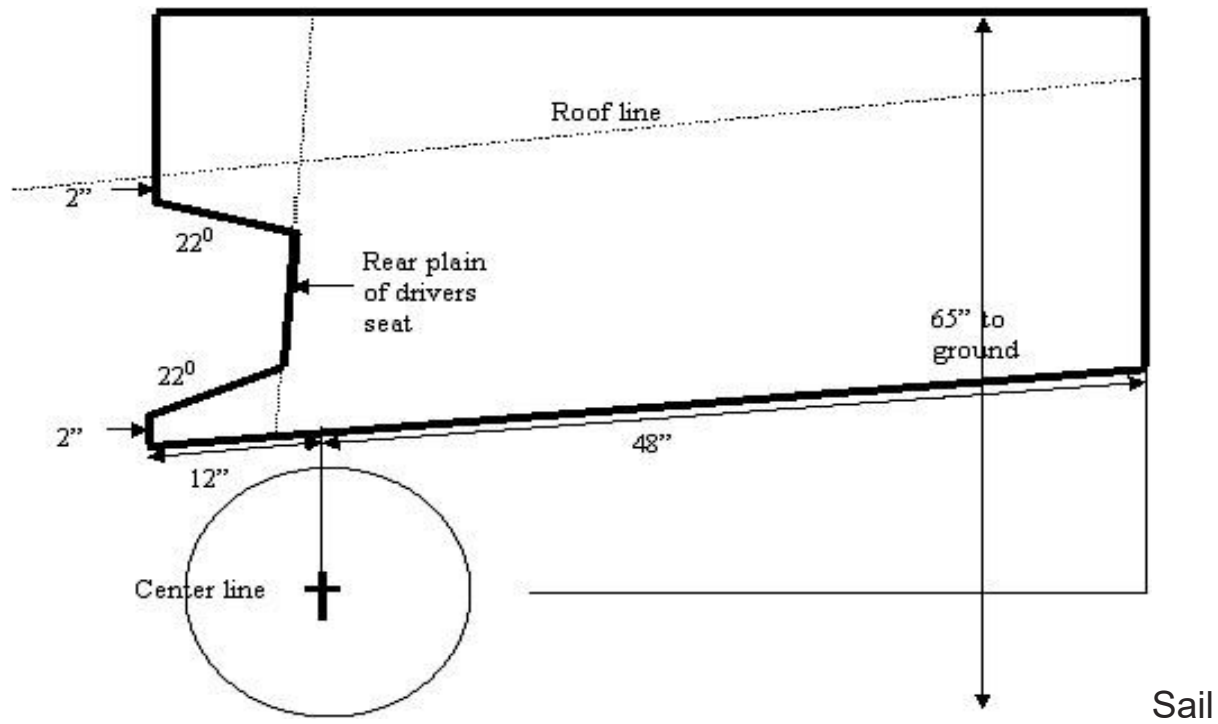
TIRES: American Racer 13x92 max. available compounds. No Late Model type tire (Block tread).

ENGINE SPECIFICATIONS: Steel 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. Aluminum small blocks will be permitted, and cars must maintain the required weight of 2400 lbs.

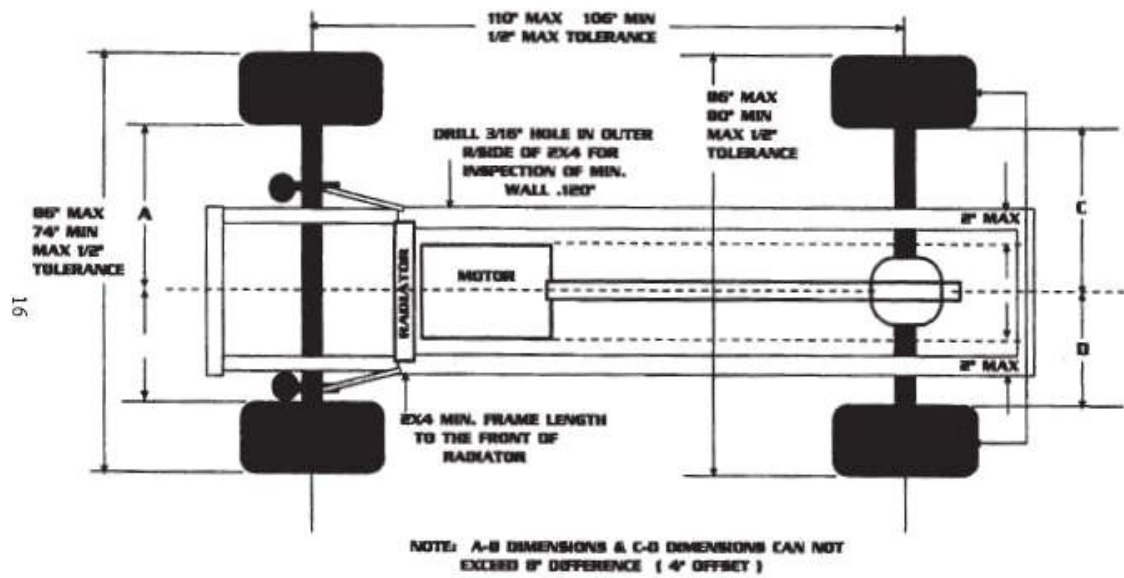
ELECTRICAL: Maximum of one 16v battery. No lithium batteries.

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

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



Panel Reference:



Chassis

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.

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 a stock mechanical type fuel pump bolted to the engine, driven by the camshaft via a pushrod. No electric fuel pumps of any kind. Pump gas or racing fuel only. No alcohol. **No E85.** No nitrous. No oxygenated fuel. **Pump gas to have a maximum 15% ethanol content.**

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.

SAFETY: ALL GENERAL SAFETY RULES LISTED IN SECTION 3 APPLY, ALONG WITH THE SAFETY RULES LISTED IN THE MODIFIED SECTION OF THIS RULEBOOK

BODY RULES:

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 the centerline of rear axle: 44 inches maximum, 36 inches minimum

60 inches forward from the 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 spoilers allowed with a height of 50" from the ground. Minimum ground clearance of door skirting is 6" and 8" minimum for rear quarter-panel skirting.

Aluminum surrounding the 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 and 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 only 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. No E85. Pump gas permitted, 15% ethanol content maximum.

WHEELS: Steel or aluminum wheels are permitted. No titanium bolts are to be used for bead-locks or bolting together a wheel. Bead locks are required except LF.

WEIGHT REQUIREMENTS: Minimum 2400 pounds, with driver, without adding fuel. Track scales are official. NO protests or appeals allowed on track scale findings.

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: American Racer 13X92 Tire Maximum. **Rear tire compounds must be 48RR (or harder) and 44LR (or harder).** NO Late Model type tires (block tread).

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

STARTER REQUIREMENTS: All cars must have **one 12v** battery, **maximum 14.3v with alternator charging.** All cars must have a self-starter in good working condition.

SUSPENSION: No remote canister shocks. Shocks can be adjustable, but all knobs or clickers cannot 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. One bump stop allowed per shock. (Christmas tree style only). No Stacked springs. A take up spring (5lb.) and 1 spring rubber per spring are allowed.

CLAIMER RULE: Claimer rule will not be in effect until after the first two point races and the claimer is 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.

The driver or car owner making claim **must have \$8000 cash US currency to Pit Steward** within 10 minutes after race. Car making the claim must finish the race on the lead lap.

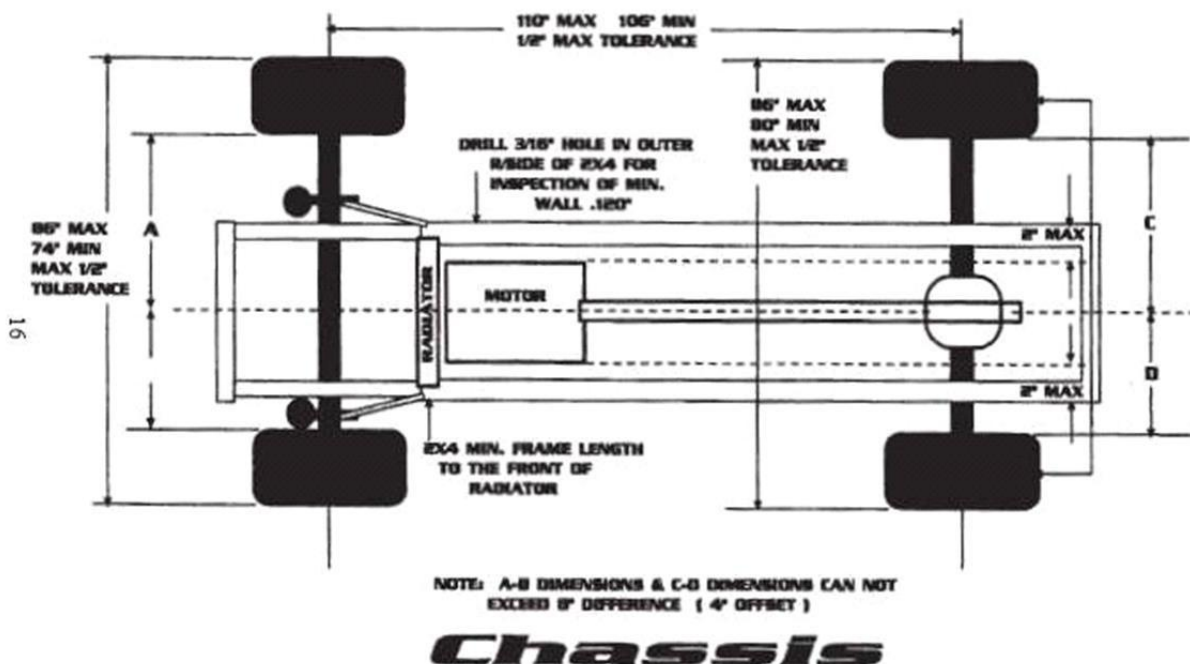
Only the driver/owner and 2 crew members with a pit pass are allowed in tech during the engine removal process.

All motors to be removed 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 an official, the claim will be disallowed, and money will be returned to claimer. It is the responsibility of the claimer to examine the engine before it leaves the track. Once the engine has been removed from the facility, the claim is official, and no claim of sabotage will be honored.

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

Claimer gets motor in crate form as it comes from GM (no carburetor, headers, fuel pump, or water pump)

Anyone refusing a claim cannot 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.

Woodhull Raceway will follow 2026 RUSH Dirt Late Models rules for their Crate Late Model division. Rules are available on Rush website.

SECTION 10 – Street Stock

Body: Any American made, rear wheel drive car or pickup. Minimum wheelbase will be 107" with a 1" tolerance. Full frame cars may replace the rear frame after kick ups with 2" x 3" tubing. Stock unibody cars may replace with 2" x 3" tubing 36" back from centerline of front wheels and 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 and back may be tubular. 4-point roll cage minimum, with 4 door bars on drivers' side, front and rear hoops. 1 ½" .095 tubing minimum. Stock steel bodies or aftermarket steel or aluminum bodies (AR bodies, 5 Star bodies, Performance bodies) allowed. Aftermarket plastic front fenders are allowed. Rear windows on cars using station wagon bodies must always remain open. One rear spoiler allowed with a maximum face height of 5" with 5" sides. Maximum

body width 82". Must run stock type nose (no MD3, or Dominator type late model). Tail pieces are optional. Must run a full rear bumper, minimum 12" off track surface, and remain inside of rear quarter panels. Cold air boxes are allowed. All cars must be presentable.

WEIGHT REQUIREMENTS: Minimum 2900 pounds, with driver, without adding fuel. Track scales are official. NO protests or appeals allowed on track scale findings. All weights must be painted white and have the car number on them. Weights must be securely fastened with a minimum ½" diameter bolts. **Weights attached to the rear end must be attached with a clamp style bracket and two ½" diameter bolts, minimum (no U-bolts).**

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 are 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. All shocks must fully compress.

Rear Suspension: Leaf springs allowed. No pull bars, 3 link rears, Panhard bar or J-bars allowed. Floater rear ends allowed. Gun drilled axles allowed. Steel spools only. No lockers or traction devices. No quick-change rear ends allowed. Trailing arm/housing brackets on the rear end must be in stock location horizontally on axle tube. Arms can be located anywhere vertically in brackets, no more than 5 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" center to center. Chassis side mounting brackets (upper and lower) must be in stock locations (+/- 1"). Must be stock width and stock height. The rear clip must be centered with the front clip. Rear control arms may be converted to adjustable rods with Heims but must retain stock length (+/- 1"). Mono balls also allowed. No spring rod style control arms.

Engine: Factory sealed GM 602 crate with stock venturi Holley 650 carb (4777, 80777, or 4150 HP allowed). ALL CRATE ENGINES MUST HAVE SNAP BOLTS FROM GM, OR THEY WILL BE SUBJECT TO TECH AND TEAR DOWN.

All engines must remain the stock stroke configuration for the manufacturer and engine cubic inch. Stock or stock replacement, unaltered crankshafts only. Minimum crankshaft weight is 48 lbs. No lightened or knife-edged crankshafts. 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 are allowed, 1.6 or 1.5 ratio only. 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. Factory stock distributor, points or HEI permitted – No circuit board modules allowed. 12-volt electrical system only. Holley 4412 or 4412s, HP, or XP carbs are allowed. Stock 1-3/8" ROUND venture size, all carbs must pass with track tech tools. Base plate butterflies cannot exceed 1.688". Any cast or aluminum 2 barrel intake, 5001, 7547 and any dual plane intake allowed. Absolutely no porting. Any aluminum 2-barrel carburetor adapter. Maximum adapter thickness is 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 or side exit allowed. No step, tri y, 180 degree, or late model style headers. No merge collectors and two into one. Mufflers are mandatory, must exit behind driver. 3" exhaust pipes maximum. Inspection plugs are mandatory and must be located 3" to 6" from the front of the oil pan on left side.

BATTERY/STARTER: One 12-volt battery only. An alternator with an internal voltage regulator is allowed with 14.3 volts max. Battery must be securely mounted between and above frame rails, and the positive terminal must be covered.

FUEL: Pump gas or racing fuel only. No alcohol. No E85. No nitrous. No oxygenated fuel. Pump gas to have a maximum 15% ethanol content.

Transmission, Bellhousing, Driveshaft: Any transmission, automatic or standard allowed. Standard must have steel bellhousing or blanket. Steel

driveshafts only and must be painted white. Driveshaft hoops mandatory, 6" from front U-joint and another in the middle of the driveshaft. Bert/Brinn/Falcon style transmissions are allowed.

Brakes: 4-wheel brakes are mandatory. OEM or aftermarket calipers allowed. Aftermarket master cylinders are allowed. Remote brake adjusters are allowed. No floating calipers.

Tires and Wheels: Steel wheels only with a maximum width of 8". Bead locks are allowed. No wide-5 hubs allowed. All wheels must be secured with racing type 1" lug nuts. American Racer 26.5/27.5 8" tires stocker ONLY. Medium compound or harder only, no soft compound allowed. American Racer 245/70/2015 DIRT compound non-DOT tires also permitted. No snow tires, aggressive tread, or duals permitted. No chemical treatment of tires. Grinding, siping and grooving of tires is allowed.

SECTION 11- Hobby Stocks

All cars that have previously raced Woodhull Raceway before the rule clarification on cage set back and firewall location (January 2023) and do not meet the specified requirements will be required to add 20lbs in front of the radiator per infraction upon inspection. The weight must be added with ballast mounts and able to be removed for weighing. No new cars will be accepted that do not meet the rule clarifications.

Unless otherwise noted, all parts to be approved OEM and must match make and year of car.

FRAME:

Any American OEM full body rear-wheel drive passenger car, 1964 or newer, full frame or unibody. No SUV, trucks or station wagons are allowed. Frame must match the body. Max wheelbase difference is 1" side-to-side. The wheelbase must match the car used. The rear frame section behind the rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with 2" x 3" steel tubing with minimum 0.095" wall thickness, and be the same length as the stock 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 and the

inner rockers must be reinforced with a minimum 2" x 2" x 1/4" angle for the full length of rocker and be welded in place.

The roll cage must be fully welded to the 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 1/2" diameter tubing, with wall thickness of at least 0.095". 1 3/4" DOM low carbon or mild steel is recommended. A four-post roll cage is required. The front down bars and rear hoop must be welded to top of OEM frame and no farther back than where the frame kicks in behind the driver. The minimum distance from the center of the rear axle to the back of the cage is 26". **Top halo must be minimum 40" across, outside to outside.** The driver's head must not protrude outside the cage with helmet on. Rear hoop must have an "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1 1/4" diameter with 0.083" wall thickness. Front down bars must be tied together with a minimum of one cross bar in top halo. May have a maximum of two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection, but must be behind bumper and within confines of body and no wider than OEM frame horns. Rear kickers, rear hoop and engine hoop required and must be a minimum of 1 1/4" diameter tubing with 0.083" wall thickness. Fuel cell protection is required and must be mounted frame rail to frame rail, no higher than the fuel cell, inside trunk area with maximum of 1 3/4" diameter tubing. All bars must be inside the body. Any cage deemed unsafe will not be permitted to run until repairs are made!

DOOR BARS:

All door bars and uprights must be a minimum of 1 1/2" diameter with 0.095" wall thickness. A minimum of 4 door bars on the driver's side and 3 bars on the passenger side is required. The passenger side top bar must be parallel to ground and perpendicular to driver. **Passenger side front down bar (A-post bar) cannot be more than 11 inches in from top of door.** A minimum of four uprights tied from frame to top door bar on driver's side and minimum of three uprights on passenger side. Steel door plates

constructed from 18-gauge steel (0.049-inch) minimum must be securely welded to outside of the door bars on driver's side. Plating must cover the area from the top door bar to the rocker panel and from the rear down post to five inches in front of the seat. Steel plating must be visible for inspection.

BODY: All bodies must be unaltered OEM, or OEM replacement (Magnet must stick), in OEM location. 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). The rear of the car must be enclosed. No spoilers. No ground effects altering the OEM appearance of the body. Steel hood only; hood may be gutted. Steel trunk lid only: trunk lid may be gutted. The hood and trunk must be securely fastened. The gap between the hood and the dash must be sealed off with metal. The hood must be a separate panel from the fenders. Front and rear inner wheel wells may be removed. Exception: Unibody cars must leave front and rear inner fenders to shock towers. Trunk floors directly over the rear end housing must be removed. Overlapping of body panels is permitted. All glass must be removed, all windows in body must remain open (except quarter windows). A maximum 7" metal sun visor is allowed across top of the windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance. Hood scoops must be completely closed off and cannot be taller than 3".

DRIVER COMPARTMENT: Minimum of one windshield bar (two bars recommended) in front of driver. Heavy hardware cloth must cover at least half of the windshield. Driver must be sealed off from track, driveline, engine, and fuel cell. Dash shall not extend more than 24" back from center of the lower windshield opening. Dash must be flat, except for a cowl in front of driver is allowed. From the driver's seat to the rear window may be enclosed. The inside rear quarter panels, below window level, may be cut out. Exception: Unibody cars must have inner quarters left intact. **All body panels may be gutted, including fenders, doors, hood, roof, quarters and trunk, but must remain original size.** Must have full stock or fabricated firewall and floorboard. Full frame cars may fabricate a firewall with a

minimum of 18-gauge (0.049") thickness steel and run frame rail to frame rail. Fabricated firewall must be stock height and in the stock location (metric frame is a minimum of 3 ¾" from the factory front seam to the firewall). OEM floor may be replaced from front firewall to rear firewall using a fabricated floor pan constructed of 18-gauge (0.049") minimum thickness steel and be securely welded to frame. Floor pan must remain flat and OEM appearing from frame rail to frame rail and extend no higher or lower than frame rail. Exception: A maximum 8" tall driveshaft tunnel, similar to an OEM tunnel, is allowed. Rear firewall and speaker deck must be metal and be of OEM design for that make and model. No mirrors of any kind.

SAFETY:

ALL GENERAL SAFETY RULES LISTED IN SECTION 3 APPLY, ALONG WITH THE FOLLOWING-

All batteries must be securely mounted by a steel hold down that does not allow any movement. All batteries mounted inside of the driver's compartment must be securely mounted in a marine-type battery box. Racing fuel cells are mandatory and must be mounted in a safe and professional manner.

Fuel cell must be protected from all sides with a minimum of 18-gauge thickness steel and be mounted a minimum of 12" from the ground.

All cars must have a window net securely mounted. Nets must be up and secure whenever the car is on the track.

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 are allowed. No rebuildable ball joints. No jacking bolts, sway bars, spring spacers, chains, or cables are allowed. OEM upper A-frames may be replaced using aftermarket tubular upper A-frames (steel or aluminum cross shaft allowed). Aftermarket A-Frames shall have a maximum length of 8 ½", measured from the center of the cross shaft to the center of the ball joint. No A-frame kits are allowed. Upper A-frame mounts must remain OEM and cannot be moved. No suspension stops of any kind are allowed.

STEERING: All components must be steel unaltered OEM, in OEM location and match the frame. Exceptions: replacement spindles with Speedway

Motors raised cast - part number 91034501 or Afco 34501-L & 34501-R. Bolt-on spindle savers are allowed. OEM steering column may be replaced with steel steering shafts. Collapsible steering shafts are recommended. Steel knuckles only. No steering quickeners. Steering boxes must be a minimum of 2 ½ 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 ½" from bottom of the rear end housing to center of the lower bolt hole of the shock and centered the on the control arm bracket.

SPRINGS: One steel spring per wheel only, mounted in the OEM location. Minimum 4 ½" diameter springs. Springs shall have a maximum 14" free height. Non-progressive coil springs only. No pig-tail springs. No spring rubbers or spacers allowed.

REAR SUSPENSION: All components and mounts must be steel, unaltered OEM or OEM replacement, in OEM location and match frame. **Stamped steel trailing arms with** OEM rubber control arm bushings only. **No offset or "pull" bushings.** The center of the rear lower control arm bolt hole must be 2 ¼" to 2 ½" from the bottom of the rear end housing. No independent rear suspension. No sway bars, Panhard bars, spring spacers, extensions, chains, or cables. No suspension stops of any kind are allowed. Spring perches must be welded directly to the axle tube and be centered on the rear end housing. No ballast of any kind on the rear end.

REAR END: Must be steel full spool or stock carrier only, no aluminum rearend parts permitted. No floater rear ends. OEM, or OEM replacement solid steel axles only. 9" Ford rear ends are allowed but must be mounted

like OEM rear and retain the stock height on mounts (centered) for that make and model. A 1" inspection plug in the center section of the rear end housing is required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps are allowed. Must be welded spider gears or mini spools only. No torque dividing mini spools or differentials.

BUMPERS/RUB RAILS: No sharp edges allowed on bumpers, rub rails or bolts. All front bumpers must be mounted a minimum of 6" forward of the front frame horns with steel bumper mounts only. Stock bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM and capped to fender with steel by welding or bolting. Fabricated tubular bumpers (front and rear) are allowed but must be covered by the plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5" diameter and maximum 2" diameter tubing with 0.083" minimum and 0.125" maximum wall thickness. Maximum 2" x 2" skid rail allowed, must be tight to body with no open ends. Skid rail ends must be angled in toward the body. **ALL CARS MUST HAVE TOW CHAINS FRONT & REAR** if they cannot be towed away by the bumper.

TIRES/WHEELS: Unaltered 15" passenger car tires only. Tire size must be legible. Any tire without a size marking will be deemed illegal. Cars may run one size different up or down, side-to-side with a max tire size of 235/70. No 60 or 65 series tires are allowed. Tires must remain inside the body panels. No racing, snow, or all-terrain tires. No softening, conditioning, siping or grooving allowed. Grinding tires is allowed. Tires must durometer a minimum 50 at any time. Wheels shall be a maximum of 8" in width. Only 3" or 4" inch offsets are allowed. Wheels must be steel wheels and weigh a minimum of 19 pounds. No wheel spacers. 1" steel racing lug nuts are required. No bleeder valves. Bead lock wheels are allowed on the right rear only. No mud plugs except on RR bead lock. Mud plugs must be foam inserts or plastic covers and must be fastened securely (No Dzus fasteners).

BRAKES: Steel, unaltered OEM, or unaltered OEM style replacement, operative four-wheel disc brakes are allowed, front and rear. OEM rear drum brakes are allowed. OEM or OEM style appearing master cylinder must be in OEM location. No antilock brake systems. No brake shut offs or bias adjusters. Steel brake lines only. All brake lines must be visible for inspection. No oil bath front hubs. Hubs/rotors, axle flanges and drums may be changed to different bolt pattern and larger studs. Cars must be able to slide all four tires at any time during a brake check and all 4 rotors must be hot at post-race inspection.

EXHAUST: OEM cast iron exhaust manifolds, center dump type manifolds or 1 5/8" diameter tube street headers permitted only. No step headers are allowed. Exhaust manifold can be ported and drilled to fit. No adaptors allowed between the exhaust manifold and the cylinder head. A maximum of 2 1/2" diameter exhaust pipes is allowed. The exhaust must extend past driver. Dual exhausts only, no crossover or 'Y' pipes. No pan evac systems, exhaust sensors, coatings or wrap.

FUEL SYSTEM: Racing fuel cells are required with a maximum 22-gallon capacity. Fuel cells must be in a minimum 20-gauge steel container. Fuel cells must be securely fastened in the trunk area above the level of the OEM trunk floor. Cells must be located behind the rear tires but no further forward than the factory seam where the rear frame rail can be replaced. Cells must be mounted with a minimum of 1" square tubing or two solid steel straps around the entire cell that are a minimum of 2" wide and .125" thick. No fuel cells are allowed over rear end housing. A metal fire wall must be between the driver and the fuel cell. All cell mounts must be steel and be securely welded to frame and/or cage. No adjustable fuel cell mounts. Fuel cell vents, including the cap vent, must have check valves. If the fuel cell does not have an aircraft style positive seal filler neck/cap system, then a flapper, spring or ball type filler rollover valve is required. Fuel lines running through the driver's compartment must run through metal pipe or metal conduit. Only one fuel filter is allowed and cannot be in the driver's compartment. No cool cans. The 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. Carburetor must be a stock Holley 4412 or 4412sa. Carburetor must have the choke horn but may remove choke components. Carbs must remain stock visually and must pass track no/go gauges. Stock screws must be used in the throttle shaft. Carb spacers must have a maximum 1" thickness with no tapers or radius.

FUEL: Pump gasoline or racing fuel only. **Maximum 15% ethanol.** No E85. No fuel additives are allowed.

WEIGHT: Cars must weigh a minimum of 3000lb after the race. Weight ballast must be bolted to the frame or cage. No ballast allowed in the driver's compartment. No titanium, magnesium, or carbon fiber products. No gun-drilled, tubular or hollow bolts or studs.

BATTERY/STARTER: **One 12-volt battery only.** An alternator with an internal voltage regulator is allowed with 14.3 volts max. Battery must be securely mounted between and above frame rails, and the positive terminal must be covered. Battery must be in a marine-type case if mounted in driver compartment. Starter must bolt in the OEM location. Stock mount starters only. No gear driven starters except for a stock starter on Mopar cars.

GAUGES/ELECTRONICS: 12-volt ignition system and OEM HEI distributor only. Ford/Chrysler may use HEI distributor. No billet distributors or crank triggers. No remote timing retard controls. The distributor may be locked but cannot be welded. A lockout plate that screws in and locks the advance must be utilized. Must have OEM appearing ignition module, rotor, cap, and coil. All wiring must be visible for inspection. No electronic traction control devices.

TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational. Manual transmission must be an unaltered OEM three or four speed, with a minimum 10.5" diameter steel/organic single disc-type clutch and steel pressure plate assembly. Must use a steel bellhousing only that wraps a minimum of 270 degrees around the top of the clutch and flywheel area. Scatter shields are recommended. No lightweight bell housings are allowed. Hydraulic clutch release bearings are allowed. Steel unaltered flywheels only that are a minimum of 16 pounds in weight (\$150 fine if

illegal). Automatic transmissions must be unaltered OEM, with an unaltered OEM pump. Torque converters must be a minimum 10" diameter containing a minimum of three quarts of fluid (must have a drain plug) OR a minimum 11" diameter torque converter (no drain plug required) – (\$150 fine if illegal). Must have an approved scatter shield constructed of a minimum 0.125" thick by 3" wide steel and extend 270° around the flex plate. Flex plates must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Steel drive shafts only with a minimum 2.5" diameter. Steel slip-yokes into the transmission only. Drive shaft must be painted white. A 360° driveshaft loop is required within 12" of the front U-Joint which must be constructed of a minimum ¼" thick x 1" wide solid steel and a 1" diameter minimum steel tubing 180° driveshaft loop within 12" of the rear U-Joint.

ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frames, the center of the fuel pump must be located a minimum of 1 ¾" in front of the cross member (measured at frame). Ford metric frames must have the back of fuel pump in front of the cross member. The frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on the engine block. Aftermarket steel engine mounts are allowed. No mid-plates allowed. Engine must be OEM appearing and must be able to be used in a conventional passenger car without alteration. A minimum two-core radiator must be mounted in front of the engine. Overflow tubes must be directed to the ground. Steel or aluminum V-belt pulleys only. No electric fans, surge tanks or vacuum pumps.

ENGINE OPTIONS AND SPECIFICATIONS: 9.6:1 compression ratio maximum on all engines. Compression ratio is tested using a Whistler. All cars utilizing a GM602 crate engine must clearly display on both front roof posts the word CRATE. Must be contrasting in color from the body and a minimum of 2" tall. Labeling with markers is not acceptable.

(A) 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 a 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 use of a Cam Doctor. Any engine competing is subject to further testing and confiscation by officials.

(B) ENGINE: Any American make engine allowed. **BLOCK:** OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. Engine stroke must match block. No 400 or larger cubic inch parts are allowed. Maximum displacement is 361 cubic inches (GM), 363 cubic inches (Ford), and 370 cubic inches (Chrysler). Violation of the cubic inch limit must be verified by removal of head and will result in disqualification and loss of points. Cubic inch displacement is checked using a pump or by visual inspection of parts and/or casting numbers of internal components (track option which method is used). Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only which 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 rods must be 5.7" or 6" in length. GM Vortec rod part number 10108688 is also allowed. Cap screws allowed. No splayed main caps. Conventional flat tappet cam and lifters only with unaltered lifter bores. The maximum cam lift is .480". The 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 are allowed. A mandatory 1" inspection hole is required in all pans with no obstructions to viewing the crank and rods.

CYLINDER HEADS: Steel OEM production heads only. No porting, polishing or unapproved alterations are allowed to any cylinder head or intake. GM Vortec heads are to have a maximum valve size of 1.94" on the intake and 1.5" on the exhaust. A disqualification and \$250 fine for any illegal heads or intakes. Screw-in shouldered studs (GM 0.375" maximum) and poly locks are allowed. No stud girdles. Stock stamped rockers only with a 1.5 ratio for GM and 1.6 ratio for Ford. GM valve springs shall have a maximum diameter of 1.250" ($\pm .015$ tolerance). Ford valve springs shall have a maximum 1.40" diameter. No beehive valve springs are allowed.

INTAKE: Must use an unaltered aftermarket aluminum intake. Allowed intakes are Weiand 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 intakes are allowed. No cooling lines are allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only.

SECTION 12 - Mini Stock RWD

BODY:

Any rear wheel drive (RWD) car which came factory with a 4-cylinder engine.

No convertibles, station wagons, 2-seat sports cars, 4WD or AWD cars are allowed.

Front engine cars only.

Stock wheelbase only with a 1" tolerance and must be within ½" side-to-side (no leading).

Stock original unibody must have a minimum ½" floor (under driver, cockpit and sealed), and a full firewall (front and rear).

Full factory body, or stock appearing Five Star type aftermarket body is allowed (may also fabricate your own). Aluminum body panels must be fabricated with a minimum of .050" thickness. Any vehicle with an aluminum body must have the driver's side door bars plated with a minimum of 16g steel. Rear spoilers allowed with maximum height of 4".

No late model noses allowed. Driver side door intrusion plate mandatory.

No sail panels allowed.

All body panels must be securely fastened.

Hood scoops allowed for clearance only, no exposed air cleaners allowed.

All glass and plastic trim must be removed from inside and outside of vehicle (windshield, mirrors, headlights, taillights, door handles, etc.).

Must have a complete 6-point roll cage installed in a professional manner with a minimum 1 ½" diameter and .095" thickness steel tubing. Must have a diagonal, "X", or cross brace behind driver. Must have 3 door bars on the driver's side (4 bars recommended), and two (2) door bars on the passenger side, both sides with vertical supports between the door bars.

Front and rear hoops are mandatory, with a minimum 1 ½" diameter and .095" thickness steel tubing for hoops. Round of the same dimensions or 2" x 2" or 2" x 3" box tubing allowed for the front section. The front hoop is designed to replace upper radiator support and the front frame rails and should follow the same. Tubing must run from the main roll cage forward to the front frame and should have a minimum of two (2) down tubes to the lower frame rails. The rear hoop is designed to protect the fuel cell and must be a minimum 1 ½" diameter and .095" thickness round steel tubing, with minimum of two (2) down tubes to lower frame rails.

The rear frame may be fabricated from 2" x 3" steel box tubing from the centerline of the rear axle to the back of the car.

SUSPENSION:

All suspension components must be of stock type and non-adjustable for the make and model of the car. Adjustable spring cups are allowed.

Any stock mount nonadjustable, non rebuildable shock or strut is allowed.

Racing springs are allowed.

All suspension mounting points must remain in the stock location. No slotting of holes or repositioning of any components for any reason.

OEM bushings only with no offset, drilling, softening, or modifying of any kind.

Steering quickeners are allowed.

ENGINE:

The engine must remain in the stock location for the car being used.

The maximum engine size is 2.5 liters. Stock unaltered crank shafts only.

Flat top or dish pistons only and no part of piston may extend above deck surface of block (except Toyota Laser).

Cast or forged pistons are allowed.

Maximum overbore is .040".

Porting, polishing, milling and grinding of the intake and cylinder heads is allowed.

No aluminum heads are allowed.

5.7" rods are allowed. No aluminum or billet rods.

Adjustable timing gears are allowed.

Factory stock ignition only.

Stock, or box stock replacement Holley 4412 or 4412-s carburetors only.
One carburetor per car. No XP or HP carburetors are allowed. Carburetors must retain stock with the choke horn and pass tech with the track gauges. Cars running a 4412 may use a single 1" thick carburetor spacer. All carburetor spacers must be straight hole type only with no tapering or modifying of any kind.
One carburetor gasket per mating surface only.
No air induction inserts or diffusers of any type.
Stock OEM carbureted or EFI intakes only.
No electric fuel pumps are allowed.
A site plug in the oil pan is mandatory in order to inspect the rods and crank. If the bottom end is not accessible by tech, the oil pan must be removed to facilitate inspection.
Headers are allowed.
Mufflers are mandatory.
Exhaust must exit behind the driver.
Any exhaust installed inside of the car must be covered with tin.

TRANSMISSION AND DRIVELINE:

Transmissions must function in all gears.
Flywheels must be stock steel only.
The clutch assembly must be OEM type only.
Steel driveshafts only, no aftermarket lightweight driveshafts are allowed. The rear differential must be locked by welding or use of a spool.

FUEL: Pump gas or racing fuel only. No alcohol. **No E85.** No nitrous. No oxygenated fuel. **Pump gas to have a maximum 15% ethanol content.**

BRAKES: 4 Wheel brakes are mandatory. No brake shut offs.

TIRES AND WHEELS:

Factory steel or steel racing wheels are allowed with a maximum width of 7". Bead locks are not allowed. 1" maximum thickness wheel spacers are allowed on the front only after 1994 model year. Any wheel offset is allowed.
All season passenger tires only, sizes may vary.
No racing (DOT or not), aggressive tread or winter tires allowed.

Tires cannot durometer softer than 50 when hot.
No racing retreads (Marsh, Towel City, etc.).

WEIGHT: Minimum weight is 2250lbs. with the driver after the race, without adding fuel.

SAFETY:

ALL GENERAL SAFETY RULES LISTED IN SECTION 3 APPLY, ALONG WITH THE FOLLOWING-

All batteries must be securely mounted by a steel hold down that does not allow any movement. All batteries mounted inside of the driver's compartment must be securely mounted in a marine-type battery box. Racing fuel cells are mandatory and must be mounted in a safe and professional manner.

Fuel cell must be protected from all sides with a minimum of 18-gauge thickness steel and be mounted a minimum of 12" from the ground.

All cars must have a window net securely mounted. Nets must be up and secure whenever the car is on the track.

SECTION 13 – FWD Mini Stock

Must be a stock 4-cylinder car.

No turbo or rotary engines are 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 are allowed. Carburetor must be stock for the engine. Motor must be stock appearing and in stock location. Motor must match car (ex – Honda must have Honda engine, etc) Any air or oil filters (K&N, etc.) Intake must be a stock intake. No Skunk 2, etc.

No cold air intakes for fuel injections – must be stock type breather system. A flexible rubber or plastic hose may be used in place of the stock air box tube. No smooth metal or smooth plastic tubing allowed. A cone type filter is

allowed and may be connected directly to throttle body or the allowed tubes.

Aftermarket radiators allowed. Radiators can be braced for support. Aftermarket (racing) headers are allowed. No stainless steel. No coated computer may be chipped and/or tuned. A stand-alone ECU and aftermarket harness are allowed. Ignition coil must remain OEM.

WEIGHT: All cars must weigh a minimum of 2,250 pounds with the driver after any race without adding fuel.

BODY/WHEELS/TIRES:

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.

No racing springs (lowering) or shocks allowed. Springs may be heated, clamped, or use spring rubbers.

Springs must be within 2" of factory installed height. Rear control arms should be stock but may be braced/strengthened/repaired. No aftermarket.

Stock production cars only.

Must have a quality welded MINIMUM 4-point roll cage inside the car with a minimum of .095" thickness tubing. Woodhull tech has final say in the safety of cars. Minimum 3 driver door bars/2 side door bars – 6 or more-point cages okay. Drivers' door intrusion plate mandatory.

No push bars past the firewall. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners.

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.

Tires cannot durometer softer than 50 when hot.

Aftermarket 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 bumpers or beyond nose piece.

Some sheet metal will be allowed for repairs. Cars should remain as close to stock appearing as possible.

Adding sheet metal to bodies may result in a weight penalty being assessed.

Gutting of body is allowed.

FUEL: Pump gas or racing fuel only. No alcohol. **No E85.** No nitrous. No oxygenated fuel. **Pump gas to have a maximum 15% ethanol content.**

SAFETY:

ALL GENERAL SAFETY RULES LISTED IN SECTION 3 APPLY, ALONG WITH THE FOLLOWING-

Racing fuel cells are highly recommended.

A firewall must be in place between the driver's compartment and fuel cells, fuel lines or tanks.

All cars must have a window net securely mounted. The net must be up and secure whenever the car is on the track.

SECTION 14 – Woodhull Warriors 4 Cylinder Youth Class

Please read the general, procedural, safety, Mini Stock & FWD (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: All cars competing in the Woodhull Warriors class must weigh a minimum of 2,450lbs. with driver after any race without adding fuel.

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

Drivers must also provide a copy of their birth certificate to be held on file at the Woodhull Raceway office.

Driver's may race until his/her 16th sixteenth birthday and then 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.

Safety:

Solid dish steering wheels are highly recommended.

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 – IMCA Modifieds

- All Woodhull Raceway procedural rules apply for IMCA Modified weekly shows.
- Drivers must show proof of a current IMCA license in order to be eligible for IMCA state, regional and national points and receive point money and contingencies from IMCA.
- All technical rules will adhere to the 2026 IMCA Modified rules as found on their website, www.imca.com.

SECTION 16- Open Show Rules

ALL WOODHULL SAFETY RULES APPLY TO OPEN SHOWS

Street Stock Open Show Rules:

- Any steel Small Block engine
- Any steel Head
- (1) 2-barrel carburetor (except sealed 602 may run a 4-barrel)
- Any 8" wide tire
- 10" maximum tire tread width
- Street stock type suspension (no late model type).

- No quick-change rear ends
- Street stock bodies only (no wedge noses or sail panels)
- No weight rule
- Transponders required (minimum 12" behind center of the rear axle)
- One-way Raceceivers are required

Hobby Stock Open Rules:

- Any 15" passenger car tire, 235/70 max (no 60 or 65 series tires)
- Engines must have steel block and cylinder heads
- Holley 4412 or Rochester two-barrel carbs only
- No minimum weight rule
- Traditional 4-link rear ends only (aftermarket trailing arms allowed)
- No adjustable jacking bolts – may be tack welded in place
- No wedge style bodies or sail panels
- Must have transponder minimum 12" behind the center of the rear axle
- One-way Raceceivers required

Mini Stock Open Rules:

- (1) 2-barrel carburetor
- 8" maximum width on any tire
- Stock-type suspension (no jacking bolts or tube frame cars)
- No weight rule
- Transponders are required (Minimum 12" behind center of rear axle)
- One-way Raceceivers are required.

Front Wheel Drive Open Rules:

- No racing tires.
- No weight rule.
- Transponders are required (minimum 12" **behind** center of rear **tires**)
- One-way Raceceivers are required.

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: 5,4,3,2,1

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. **Drivers moving down in class or having raced a similar class at another track will not be considered as rookies.** 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. **Track officials reserve the right to determine if a driver qualifies for rookie status.**

ALL CLASSES

Any car found illegal after a heat race car will **forfeit its qualifying position and start at the rear of the main event, or last-chance qualifying race if there are more than a full field of cars for the main event.**

Any car found to be illegal after a feature will lose points and money for the night plus a point deduction as follows-

50 points - 1st time disqualified

100 points - 2nd time disqualified

150 points - 3rd time disqualified

ALL OFFICAL AND TECH RULINGS ARE FINAL!

****While the rules listed above and on previous pages offer a good guideline, not everything can be covered by a written rule. If you have any questions, ASK FIRST. Any non-covered part can be deemed illegal at any time. Anything not covered in these rules is not assumed legal.**