



Woodhull Raceway's Official Rules

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

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Social Media Conduct: Competitors and fans at Woodhull Raceway are expected to uphold the integrity of this business relationship in all post on social media. Any post viewed as detrimental to the Woodhull Raceway, Officials, or Marketing partners could result in a fine and/or suspension from Woodhull Raceway. Victory lane speeches should focus on the drivers 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 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/her opinion do not alter the minimum acceptable requirements.

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

Any interpretation or deviation of these rules is left to the discretion of the officials. 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 number 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. **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 not recommended. Numbers must be painted on both sides of car and on the roof in a color offering distinct contrast to color of 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.
- No wording that may be offensive allowed on 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 one heat.
- Driver may only attempt to qualify 1 car per class. On postponed events, the driver is qualified. Driver entering more than 1 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 & 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 rentals are available at the track. (Recommended you purchase your own) Transponder location: Modified and Crate Sportsman 24" behind centerline of rear axle to front of the transponder minimum. Rush Crate Lates refer to Rush specifications. All other classes 12" behind centerline of rear axle to the front of the transponder minimum.
- Cars without transponders will not be scored or paid.
- Raceceivers are required. No two-way communication allowed. Channel 454.000
- Classes will use points standing for the heat and feature lineups. 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, must be present for qualifying heat for such race, 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 owner or driver has five (5) days from posting to protest.
- Any driver found to be illegal during tech inspection, must prove themselves legal before being allowed to race.

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 2015 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 must be installed by manufactures instructions.
- Driver's seat must be a high back racing seat (Aluminum Only) & securely fastened to 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 glass must be removed from windows. Windshields replaced with a **screen** of substantial material (no chicken wire or aluminum). Driver window nets required.
- 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 seat.
- Drive shafts & extra weights must be painted white & have their cars number on them. Any weight that falls off a car during a race will result in disqualification for that race.
- All nerf bars must be min. of 1 1/2" max. 1 3/4" diameter, no wider than tires.
- Floorboard 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 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, within drivers reach.
- Battery disconnect must be mounted on the left side of steering column. Switch must be visible and have easy access for emergency personnel from outside of 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. No studs can be missing, and all studs must have lug nuts.
- Car must have hood, and 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 used for fasteners.
- 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 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. 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. 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 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 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 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 needs maintenance & pulls off the 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 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. (Including lapped cars)
16. All Starts will be double file at the race director's discretion until halfway (Single afterwards). Initial starts will be started by the flagger at the start line. Restarts the leader has lane choice and the advantage to fire first. Consecutive yellow flags will prompt a single file restart. The race director has 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 race, and may receive a fine and suspension at discretion of officials.

22. Any driver racing through the infield will be disqualified and parked for the race, 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 vehicle, the driver must stay with safety officials after exiting 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.**

25. Cars must be on track when Hot laps are started, may not enter during or with another class. Practice laps will not be given during intermission or between qualifying events.

26. Driver's meetings are mandatory to attend, role 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 BLACKFLAGGED 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 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 bypassing a car which has slowed to obey the flag, in discretion of the starter, will be penalized. A driver who ignores the Blue & Yellow Flag, in 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 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.

Red/Yellow- Drivers needing to pit may drive to the pits in a safe manor and make repairs. All cars staying on the track must remain stopped. Cars finishing repairs must line up at pit exit in the order that repairs were finished. Driver can enter track when yellow is displayed and fall in at the rear of the field.

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 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. 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 with in the driver's compartment. The ignition switch should be marked ON/OFF, 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.

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 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.

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 ¼” 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. Wheel 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.

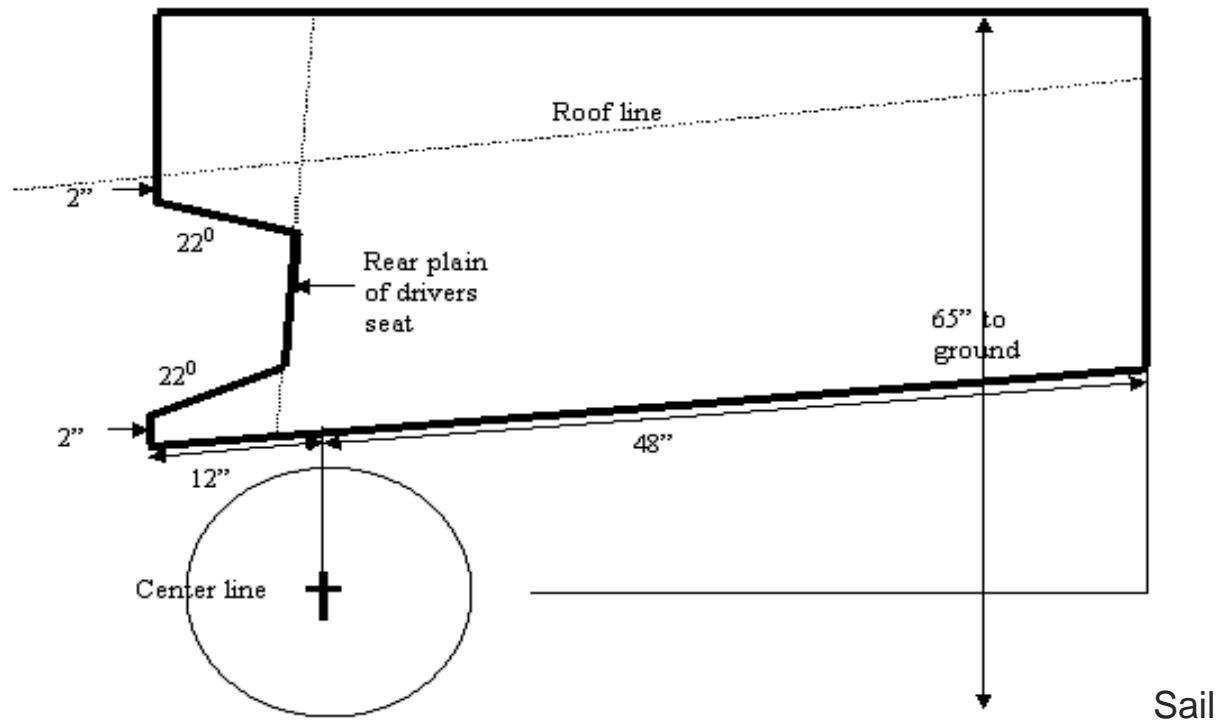
TIRES: American Racer 13x92 max. **available compounds.** No Late Model type tire (Block tread).

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.

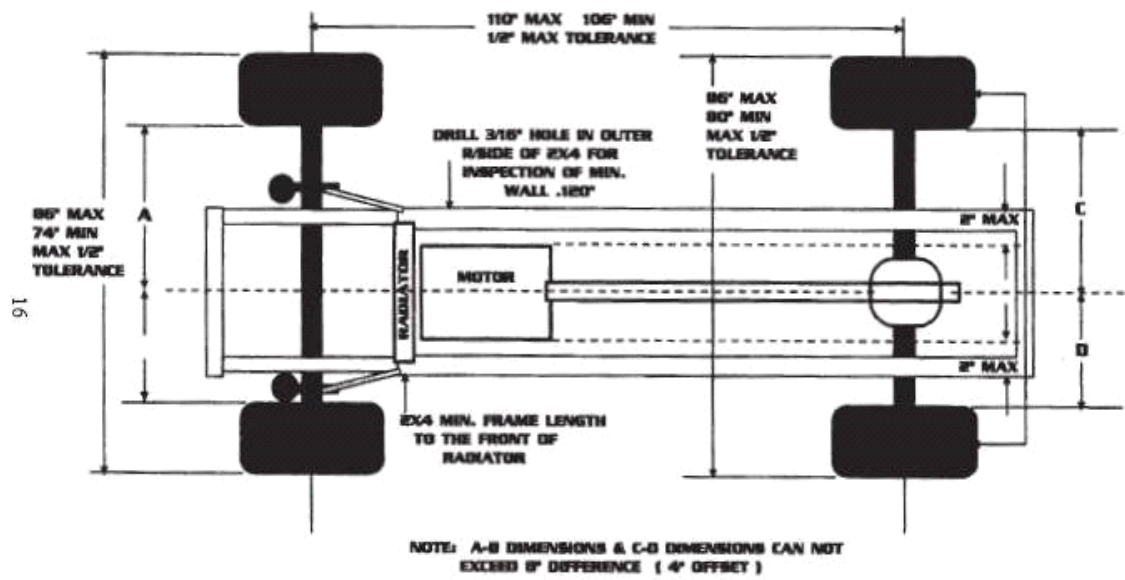
ENGINE SPECIFICATIONS: Steel Big-and small-block engine combinations are permitted to run. Chevrolet/GM, Ford, or Chrysler/Dodge carbureted engines ONLY. Sealed W-16 Engine permitted. The standard weight for all Modifieds is 2,400 lbs. Aluminum small blocks will be permitted and car must maintain the required weight of 2400 lbs.

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 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 adjustors 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. Bead locks required except LF.

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. [available compounds](#) NO Late Model type tires (block tread). 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.

Suspension:

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. One bump stop allowed per shock. (Christmas tree style only). No Stacked springs. Take up spring (5lb.) and 1 spring rubber per spring allowed.

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 \$6200 US currency to Pit Stewart** within 10 minutes after race. Car making claim must finish the race on the lead lap.

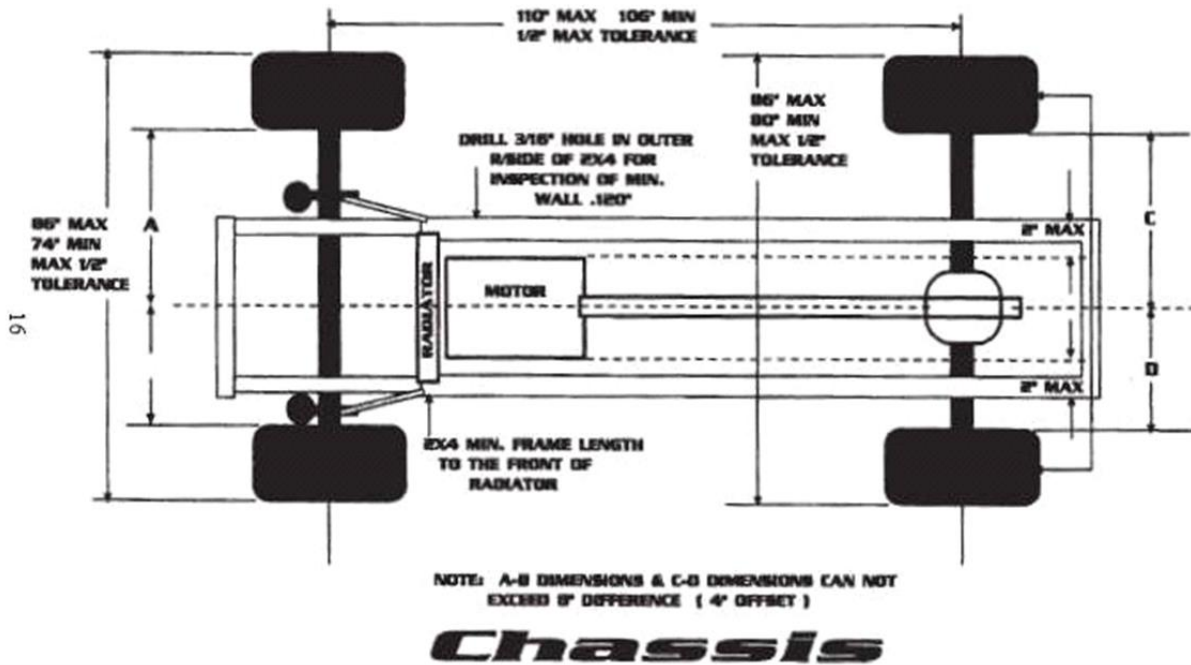
Only the driver/owner and 2 crew members with a pit pass allowed in tech, unless cleared with the other team.

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.

Woodhull Raceway will follow [2024](#) RUSH Dirt Late Models rules for their Crate Late Model division. Rules are available on Rush website.

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.

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 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 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 helms but must retain stock length (+/- 1"). Mono ball also allowed. No spring rod style control arms.

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. 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 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. Weiand 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 are 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. No Floating Calipers

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

RULES ARE LOCKED IN FOR 4 YEARS- 2023, 2024 & 2025, & 2026 SEASONS

All cars that have previously raced Woodhull Raceway before the rule clarification on cage set back and firewall location that do not meet the specified requirements have until January 1st 2023, to contact a tech official. These cars 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. After January 1st, 2023, no new cars will be accepted that do not meet the rule clarifications.

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. Minimum measurement from the center of the rear axle to the back of the cage will be 26". 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 (metric frame minimum 3 3/4 inches from factory front seam to firewall). 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 like 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. **No ballast bolted to the rearend.**

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 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 except on RR bead lock. Must be fastened securely.

BRAKES: Steel, unaltered OEM style, or unaltered OEM style replacement, operative four-wheel, disc (front) and rear brakes. OEM or OEM style 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 and all 4 rotors must be hot.

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 or 4412sa. Must have choke horn but may remove choke components. Carbs must remain stock visually and must pass track no/go gauges (example stock screws must be used in the throttle shaft). Carb spacer Maximum 1", no tapers or radius.

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 11" diameter torque converter containing **no plug** - \$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.

(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 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.

(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. 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 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 intake allowed. No cooling lines allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only

SECTION 12 - Mini Stock

RWD

****Transponders Required****

Body

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

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

Front engine cars only.

Stock wheelbase only with a 1" tolerance, must be within ½" of opposite side (no leading).

Minimum weight is 2400 lbs. with the driver at the completion of the race. Stock original unibody must have a minimum ½" floor (under driver, cock pitted 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. Any vehicle with an aluminum body must have driver's side door bars plated with a minimum of 16g steel. Rear spoiler max height is 4". No late model noses and rear must be closed. Driver side door intrusion plate mandatory.

No sail panels allowed (weekly shows).

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" x .095 wall steel tubing. Must have a diagonal, "X", or cross brace behind driver. Must have 3 door bars on drivers' side (4 highly recommended), and 2 door bars on passenger side with vertical supports between door bars.

Front and rear hoops are mandatory, with a min. 1 ½" x .095 round steel tubing for hoops, and same round or 2 x 2 or 2 x 3 tubing allowed for front

section. Front hoop is designed to replace upper radiator support and front frame rails and should follow the same. Tubing must run from main roll cage forward to front frame and should have a minimum 2 down tubes to lower frame rails. Rear hoop is designed to protect fuel cell and must be minimum 1 ½" x .095 round steel tubing, with minimum 2 down tubes to lower frame rails.

Rear frame may be fabricated from 2 x 3 steel tubing, from centerline of rear axle to back of car.

All cars must be presentable.

Suspension General

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

Any stock mount nonadjustable non rebuildable shock or strut allowed.

Racing springs are allowed.

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

OEM bushings only. No offset, drilled, softened, or modifying of any kind.

Steering quickener's allowed.

Engine

Engine must remain in stock location for the car being used.

Max engine size is 2.5. Stock unaltered crank shafts only.

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

Cast or forged pistons allowed.

Maximum overbore is .040.

Porting, polishing, grinding, intake, and cylinder heads are allowed. (milling allowed).

No aluminum heads allowed.

5.7 rods allowed. No aluminum or billet rods.

Adjustable timing gears allowed.

Factory stock ignition only.

Stock, or box stock Holley 4412 or 4412-s carbs only, one per car. No XP or HP allowed. Must retain stock choke horn and pass tech with track gauges.

Cars running a 4412 may use a single 1" straight hole carb spacer.

All carb spacers being used must be straight hole only with no tapering or modifying in any manner.

One car gasket per mating surface only.

No air induction inserts or diffusers of any type.

Stock OEM carbureted intakes only. EFI manifolds allowed,
No electric fuel pumps allowed.
Site plug mandatory to view rods and crank. If bottom end is not accessible
by tech, be prepared to remove the oil pan.
Headers allowed.
Mufflers mandatory.
Exhaust must exit behind the driver.
Exhaust installed inside of the car must be covered with tin.

Transmission and Driveline

Transmission must function in all gears.
Flywheel must be stock steel only.
Clutch assembly must be OEM type only.
Steel driveshafts only, no aftermarket lightweight driveshafts allowed.
Rear differential must be locked (welding or spool).

Brakes

4 Wheel brakes mandatory. No brake shut off.

Tires and Wheels

Factory steel or racing wheel allowed with a max width of 7".
No bead locks.
1" max wheel spacers allowed (front only after 94 model year).
Any offset allowed.
All season passenger tires only, sizes may vary.
No racing (DOT or not), aggressive, or winter tires allowed.
May not durometer softer than 50 when hot.
No racing retreads (Marsh, Towel City, etc).

Safety

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.
Battery disconnect is mandatory and must be mounted within drivers and
safety.
crews reach. Must be clearly marked ON and OFF.
Racing fuel cells are mandatory and must be mounted in a safe and
professional manner.
Fuel cell must be protected from all sides with minimum 18ga steel and be
a minimum 12" from track surface.
(see section 1.13 for hoop requirements).

Fuel shutoff is mandatory and must be within drivers and safety crews' reach. Must be clearly marked ON and OFF.

Fuel cell vent must have PCV valve or other type of approved rollover safety device.

All cars must have an aluminum racing seat safely installed with no less than 6 bolts securing it (subject to tech).

All cars must have a window net securely mounted. Nets must be up and secure when on the racing surface.

All fuel cells must have a safety rubber flap.

ALL OFFICIAL 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.

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. Carburetor must be stock for 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 are okay – radiators can be braced for support. Aftermarket (racing) headers are allowed. No stainless steel. No coated computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed. Ignition coil must remain OEM.

Weight Rules

All cars must weigh 2,250 pounds with car and driver after completion of race.

Body/Wheel/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.

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.

Safety

RACING (not motorcycle) helmet, SA 2015 or newer is required.

Minimum single-layer fire suit required (SA 3.2A specification recommended).

Fireproof gloves required (SFI 3.3 specification recommended).

A 4- or 5-point harness, properly mounted per manufacturers' specifications is required. Must have been manufactured in the last 2 years. Any worn, abraded or torn belts shall be replaced.

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.

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

RACEceivers are mandatory at all times while on track.

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

All drivers must have a one-way radio on the 454.000 frequency.

All fuel cells must have rubber flaps. All track procedural and safety rules apply.

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: 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.**

Solid dish steering wheels highly recommended.

SECTION 15- Open Show Rules

SS Open Rules

- Any steel Small Block engine
- Any steel Head
- (1) 2bbl carburetor (except sealed 602 may run 4bbl)
- Any 8" tire
- 10" MAX tread width
- Street stock type suspension (no late model type).
- Street stock bodies only (no wedge noses or sail panels)
- 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 jack bolts or tube frame cars)
- No weight rule.
- Transponder required (Minimum 12" from center of rear)
- One-way raceceiver required.

Front Wheel Drive Open Rules

- No racing tires.
- No weight rule.
- Transponders required (minimum 12" from center of rear)
- One-way raceceiver 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. 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