



Montana Raceway Park
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2008 Montana Raceway Park Rule Booklet

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For further information regarding any of these rules
please contact Bryan Fey, Tech Official at 406-756-9310



RULES BOOK DISCLAIMER

THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE THE ORDERLY CONDUCT OF RACING EVENTS AND 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 (REPRESENTED THAT THEY HAVE) COMPLIED WITH THESE RULES.

NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

THESE RULES 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, OFFICIAL OR OTHERS.

THE RACE DIRECTOR SHALL BE EMPOWERED TO PERMIT DEVIATIONS FROM ANY OF THE SPECIFICATIONS HEREIN OR IMPOSE ANY FURTHER RESTRICTIONS THAT, IN HIS OPINION, DO NOT ALTER THE MINIMUM ACCEPTABLE REQUIREMENTS.

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

ANY INTERPRETATION OF, OR DEVIATION FROM, THESE RULES IS LEFT TO THE DISCRETION OF THE OFFICIALS. THEIR DECISION IS FINAL.



GENERAL INFORMATION

It is the responsibility of the driver of the car to see that his car completely satisfies the rules, including but not limited to, all safety rules. The driver of each car represents to the promoter and all others that his car has satisfied all applicable rules, including but not limited to, safety rules, whenever such driver participates in a warm-up, practice, or competitive laps.

We expect all participants to take pride in being part of our entertainment. Racing entertainment is what we sell to the public and we will not tolerate anyone or anything that detracts from our show. Cars in the opinion of the officials, that lack in appearance or are deemed unsafe, will not be allowed to compete.

All construction rules will be decided by Tech Inspectors. Burden of proof on any concern will be the responsibility of the owner and driver.

ALL NUMBERS WILL BE ASSIGNED BY THE SPEEDWAY OFFICE 406-257-7223 AND MUST BE RENEWED EVERY YEAR. THE NUMBERS YOU REQUEST IS GOOD FROM THE SPRING MEETING TO THE YEAR FOLLOWING AT TEST AND TUNE. (EXAMPLE: YOU PURCHASED YOUR NUMBER AT THE SPRING MEETING IN 2008, YOU NUMBER IS GOOD UNTIL THE TEST AND TUNE IN 2009.)

1. Drivers checks for competing classes will be available the following weekend at the pit gate the weekend following your race. Also please inform the speedway office of any address changes during the season.

2. April 12th, 2008 Springs drivers meeting 11am to 1pm. The meeting will be held at Fun Beverage Conference Room, Old School Station.

3. PIT GATE OPENING TIMES:

(TIMES ARE SUBJECT TO CHANGE)

April 26th - 10am to 5pm

May 3rd - 3pm

May 10th - 1pm

May 17th - 2pm

May 24th - 2pm

June 7th - 2pm

June 14th - 2pm

June 21th - 12pm

June 27nd - 10am to 4pm

June 28th - 10am

July 5th - 12pm

July 12th - 2pm

July 18th

"MT 200 Practice" - 9am to 4pm

July 19th "MT 200 Day 2" - 9am

July 20th "MT 200 Day 3" - 9am

July 26th - 2pm

Aug. 2nd - 12pm

Aug. 9th - 12pm

Aug. 16th - 2pm

Aug 23rd - 2pm

Aug. 30th - 2pm

Sept. 6th - 2pm

Sept. 13th - 2pm

Sept. 20th - 2pm

Sept. 27th - 2pm

3. Friday night races gates will open at 5pm, qualifying at 7pm and racing at 8pm (May 23, June 20, Aug. 1, Aug. 29, Sept. 12)

POINT SYSTEM

This is the explanation of how points are achieved during the nights racing even.

QAULIFYING POINTS:

Qualifying points are awarded to the top 6 qualifiers who complete two timed laps.

POINT SCALE:

Fastest time	= 6 points
Second fastest time	= 5 points
Third fastest time	= 4 points
Fourth fastest time	= 3 points
Fifth fastest time	= 2 points
Sixth fastest time	= 1 point

HEAT POINTS:

Cars will be lined up by their qualifying time, cars may be split into two separate heats depending on the amount of cars in that class. If only one heat is ran in that class then the points will be calculated from the A Heat point bracket. Points will be determined by the finishing position of each car.

POINT SCALE:

A-Heat (Fastest Qualifiers)		B-Heat (Slower Qualifiers)	
1st	= 10 points	1st	= 8 points
2nd	= 9 points	2nd	= 7 points
3rd	= 8 points	3rd	= 6 points
4th	= 7 points	4th	= 5 points
5th	= 6 points	5th	= 4 points
6th	= 5 points	6th	= 3 points
7th	= 4 points	7th	= 2 points
8th	= 3 points	8th	= 1 point
9th	= 2 points		
10th	= 1 point		

B-MAIN POINTS:

Cars will be lined up by their qualifying time, inverted, unless otherwise stated, eg. chip draw, heat finish order or current point totals. B-Main points will be awarded to cars that complete at least one green flag lap in the B-Main and do not qualify for that nights A-Main event. Points will start on a 20 point scale with each position calculated in increments of 2. Points will be determined by the finishing position of each car.

POINT SCALE: (This is the scale based on if the top 12 were locked into



the A-Main from the qualifying laps and the top 6 finishers from the B-Main would advance to the A-Main.

1st	= Advance to A-Main	9th	= 16 points
2nd	= Advance to A-Main	10th	= 14 points
3rd	= Advance to A-Main	11th	= 12 points
4th	= Advance to A-Main	12th	= 10 points
5th	= Advance to A-Main	13th	= 8 points
6th	= Advance to A-Main	14th	= 6 points
7th	= 20 points	15th	= 4 points
8th	= 18 points	16th	= 2 points

MAIN POINTS:

Cars will be lined up by their qualifying time, inverted, chip draw, heat finish order, current point totals or as race director sees fit for that nights event. Any car that completes at least one green flag lap will be eligible for main points. Points will start on a 50 point scale with each position calculated in increments of 2. Points will be determined by the finishing position of each car. Rookies will be placed in the back for up to three races which will be up to the descretion of the officials.

POINT SCALE:

1st	= 50 points	14th	= 24 points
2nd	= 48 points	15th	= 22 points
3rd	= 46 points	16th	= 20 points
4th	= 44 points	17th	= 18 points
5th	= 42 points	18th	= 16 points
6th	= 40 points	19th	= 14 points
7th	= 38 points	20th	= 12 points
8th	= 36 points	21st	= 10 points
9th	= 34 points	22nd	= 8 points
10th	= 32 points	23rd	= 6 points
11th	= 30 points	24th	= 4 points
12th	= 28 points	25th	= 2 points
13th	= 26 points		

Example: #99 car qualifies 2nd fastest	= 5 points
#99 car finishes 3rd in A-Heat	= 8 points
#99 car finishes 4th in the Main	= 44 points
#99 Total points accumulated	= 57 points

To qualify for rookie of the year points the driver must run 80% of the races. A upper class driver may compete but any points accumulated will not qualify for rookie standings.



SPECIAL EVENT POINTS:

In some of the other special events held there will be 50 points awarded to any car that competes. There will be no additional points added regardless of qualifying, heats and main finishing positions. You will be notified of these events at the beginning of the season during the spring meeting.

ELIGIBILITY & CONDUCT

ELIGIBILITY

1. Drivers must be fourteen (14) years of age or older to drive a stock car. Any driver under the age of 18, must have a minor waiver signed by a parent or legal guardian. Drivers in the Bandolero INEX division may be ages from 8-14 and must be a registered INEX driver.
2. Drivers must be a member in good standing of Montana Raceway Park, Inc.
3. All cars will be inspected by the technical officials, If not approved, car will not be allowed to race until adjustments have been made and approved. All cars must report to tech before practice.
4. Once a car number qualifies one lap, that car's number is to remain on that car for the duration of that night's races.
5. Any suspended member of MRWP will not be allowed to race until reinstated.
6. Montana Raceway Park Memberships are \$35.00 per season. All drivers must have a membership to race on the track. The Bandolero and Hornet memberships are \$17.50 for the season. All crew members will need memberships which will qualify you for the \$20.00 pit fee. Anyone entering the pits without a membership will pay \$27.00 per race night, unless otherwise posted.
7. All Montana Raceway Park members need to show proof of membership at the pit entrance before allowed.

CONDUCT

1. Absolutely NO drinking of any alcoholic beverage in the pits or pit stands by any driver, pit crew, fan, or official until the last checkered flag.
2. FIGHTING and BELLIGERENCE at MRWP or MRWP, Inc. sponsored events is not allowed, this will include Fighting, Improper Language, Disturbance or unsafe actions. The driver or crew may not go into another drivers pit

stall to instigate, yell, swear or throw a fit. The driver or crew that instigates will be the team responsible. Also the driver or crew may not approach another drivers car while in the tech line to instigate a altercation. MRWP, Inc. reserves the right to define improper conduct. Any person found guilty is subject to fine and/or suspension. The driver of each car is responsible for the crew, family and friends that they surround themselves with. Please remember that children are becoming more involved in the sport of racing and they look up to you as a role model. All race teams and officials must be RESPECTFUL to each other at all times.

1. First offence of an improper conduct is a warning
 2. 2nd offence will be a deduction of 5 points
 3. 3rd offence, the car and driver will be suspended for one race, the driver is allowed in the pit area that night (if allowed by MRWP)
 4. 4th offence, the car and driver are suspended for 1 night of racing and a \$100 fine
 5. 5th offence, the car and driver will be suspended for the next three races in his/her division
 6. If you get to here, you are done for the rest of the season, you should of SHUT UP & RACED
- IT IS POSSIBLE TO GET MORE THAN ONE OFFENCE IN A NIGHT!!!

ALL FINES MUST BE PAID BEFORE CAR CAN BE BACK IN COMPETITION!!!

3. If any driver in the day of the races gives evidence of intoxication from alcohol or drugs, he/she will be excluded from competition by officials.
4. When the National Anthems are being played all drivers, crews, fans and officials in the pit area are to line up on pit road in a straight line and REMAIN at ATTENTION during the playing of both the American and Canadian anthems, this includes any invocations. (Unless otherwise instructed in the pit meeting)

THE FIRST THREE DIVISIONS OF TROPHY DASHES, THOSE 12 TEAMS ARE EXCUSED FROM THE LINE. It will be played before the first trophy dash approx: 7PM. The flag will remain flying from staff during entire night of events. Anyone not complying will be subject to improper conduct, 3 offences will result in suspension. Please show your American Pride and RESPECT.

PIT RULES

1. No person allowed in the pit area without obtaining a PIT pass and signing a waiver release form and receiving a wrist band. Anyone from



the age of 14-17 must have a minor release form signed by a parent or legal guardian. Inex Bandolero drivers ages 8-14 must have a INEX membership, they are the only children allowed in the pit area. Everyone else must be 14 yrs of age or older. All persons who have entered the pit area on any race must have a wrist band on and wear it until the last checkered flag. Anyone without a band will be sent to the PIT GATE, where you will sign in and pay the pit fee, and you may pay again if you do not have your band on. You are responsible to sign in and get your band prior to entering the pit area, NO EXCEPTIONS!!!

2. The only entrance/exit to/from the pit area will be from the entrance gate. The track will not be crossed during competition under any condition.

3. There will be no children under the age of 14 in the pit area until the last checkered flag, unless you are in the Bandolero Division and INEX registered and with your parent or legal guardian. Parents and guardians you are responsible for your children!!!!

4. Speed Limit in the pit area is 5mph, 1st time warning, 2nd, 5 point deduction, 3rd, 50 point deduction.

5. Vehicles, other than tow vehicles, approved wreckers, ambulances and tow vehicles may only use the bottom road behind the concession when entering or exiting the pit area at all times, all personal vehicles must park below bottom road and against the fence.

6. Only one (1) tow vehicle per race car allowed to park in pit area. Those parking south of the concession stand need to park their haulers or trailers back in the area behind the score board, those parking north of the concession need to park their haulers/trailers by the north fence by the entrance gate. Vehicles will be allowed to park below the hill east of the pit area unless otherwise specified by officials.

7. Drivers of the competition vehicle are responsible for hauling their car to and from the track.

8. All cars entering the pits must be ready to race and run under their own power without the aid or external battery booster or push.

9. Cars can be loaded after their main **if it does not include moving your hauler.** Any car that was unloaded and their hauler was moved to a designated hauler parking area must wait until the last checkered flag before the hauler can be moved. To help with congestion in front of the concession at the end of the race, please use the road below the hill, east of the pit area to exit the pit area. If for any reason personal vehicles need to be moved they MUST use the lower road East of the concession.

10. No radio communication between driver and pit and driver to

grandstand. No pit boards. Spotters are allowed for Super Late Model Competition, 1 spotter will be required to be in pit stands at the time of the main event, Roll-Call will be done for each driver.

11. When watching the races stay back from the pit fence. Stay behind the orange cones and behind the white line.

12. All pits must have a fire extinguisher in an easy accessible area, we prefer that you put it in the left rear corner of the pit stall. Fire extinguishers are also placed in various locations around the pit area. Please familiarize yourself with these locations.

13. Please use the oil containers for oil and trash barrels for trash.

14. All tow vehicles parked on the hill must have proper chocks to secure their vehicles.

15. All pits must have proper jack stands.

JUDGING

1. Rules are to be interpreted by MRWP, Inc. and the Tech officials. There will be no room for sympathy in misinterpretation of the rules.

2. See PROTEST and PENALTIES - No Claiming of an Engine the Last race of the season.

3. Only electronic times will be used for official times and records, manual times will not be considered official.

4. The race officially ends when the checkered flag is given.

5. If a car is more than one second off the pace of the other cars it may be placed at the rear of the field for that night's racing events.

6. In general a field of cars with more than 18 qualifiers will be split into a B-Main of 20-25 laps. Qualifying will lock in the fastest 12 to the A-Main and the remaining cars will compete in the B-Main with the top 6 finishers moving into the A-Main. The option to run the B-Main will be left up to the discretion of the officials.

7. All rookies will start at least their first 3 races at the back of the field unless otherwise stated by the officials.

8. If a track record is to be claimed the driver must tell officials immediately. Once you commit to the officials you can not withdraw your claim.

9. The length of the races are up to the discretion of the judges. In general the amount of laps per race are determined as follows:

TROPHY DASHES 6 LAPS ROLLING STARTS - ALL TROPHY DASH WINNERS WILL EXIT THE TRACK AND STAGE BEHIND THE TECH BUILDING, ONCE ALL TROPHY DASHES HAVE BEEN COMPLETED ALL WINNERS WILL MOVE FROM THE STAGING AREA TO THE WINNERS CIRCLE FOR PRESENTATION.

HEAT DASHES - 2 LAPS PER CAR ROLLING STARTS

MAINS - 4 LAPS PER CAR (INTRODUCTIONS)

EXCEPTIONS - SPECIAL EVENTS. OFFICIAL DISCRETION

FLAGGING RULES

1. The Flagman has sole control of the race after initial start. Race results are the responsibility of the judges, not the Flagman's. If you have a question or concern about the race results please call the track office any day after Race Night. It will not be discussed at that time.

2. There will be no protesting the Flagman's decision, A decision on the track cannot be PROTESTED.

3. Officials will make up races as they see fit.

4. Pay attention to the flagman at all times, any driver disregarding the flag is subject to disqualification.

5. After the Flagman has thrown a black flag, you have 3 laps to leave the track, if you are unsure if the black flag is for you, your number will be flashing in the lap column on the score board. If you receive a black flag you will go to the pit area and see the corner three man for your penalty, if you receive a second black flag you will go to your pit area you are done racing for the night. Failure to respond to the black flag will result in disqualification.

6. A driver must receive a black flag in the race to be disqualified with the exception of the last lap in the said race, Anyone being disqualified during the last lap of competition will be notified within 15 minutes of the end of the race.

7. Stopping the race is up to the discretion of the flagman and officials. In general, a race will be stopped for any car that is dead on the asphalt or is involved in an accident that is a hazard to other cars.

8. Cars with loose hoods, deck lids, bumpers, dragging items, ect., may be disqualified by the flagman.

9. Anyone involved in a red or yellow flag incident/accident will go to the back of the pack on the restart. If you are involved in an accident that brings out a red/yellow flag all cars involved will go to the back of the pack on the restart. This means ALL CARS INVOLVED!!! If a caution is thrown during the last lap of competition, the field will restart single file and the race will resume with it going green, white, checkered.

If a caution is brought out within the last 10 laps of the race, leaders will go to the front and lap cars will go in the rear of the field.

10. There will be no race to YELLOW AT ANY TIME.

11. There will be no working on cars on the track during a red or yellow

flag situation, the car must go to the pits to do any type of work on the race car, there is no working on your car by driver, crew or official on the track at anytime.

12. If you leave the track in a yellow flag situation you will be placed at the back of the field upon re-entry.

13. If a red flag is displayed, drivers stop as safely as you can or as directed. Only after the hazard has been cleared will you be able to begin moving again.

14. If you leave the track in a red flag situation you will be scored one lap down upon re-entry unless otherwise stated by officials.

15. If a car spins out into the infield and is still visibly moving all cars need to move up on the track to give the driver a lane to move back on to the track. This will help with caution laps. Any driver that is still visibly moving needs to try to get back in the race and not try to bring out a yellow.

16. If you gain a position by going under the white line you will receive a black flag and be put to the back of the field.

17. If you are given a Blue/Orange flag it means the leaders are coming and to hold your line.

18. Checker boarding, blocking and jack-rabbit starts will not be tolerated.

19. The driver may not get out of his car on the track at anytime, unless you are on fire.

DRIVER RULES:

1. If the leader is intentionally taken out within the last 10 laps of the race the leader will regain his/her position and all other cars involved will be sent to the back of the field.

1. All cars entering the track must use the blend line at all times except during time trials.

1. The driver that times in the car must drive the trophy dash. The driver in the main event must time in the car or start in the back of the field.

2. In case of a collision, rollover, accident or emergency, no one is permitted on the track except emergency personnel crews and MRWP officials designated to handle the emergency.

3. Anyone who finds he/she cannot finish the race or has a flat tire should get into the infield and stay inside the car if you can not exit the track safely and use hand signals.

4. If you are leaking fluids please try to get off the track safely and stay out of the main groove or get to the infield as quickly as possible.

5. ALL DRIVERS MUST COMPLETE 1 LAP OF GREEN FLAG RACING DURING

THE MAIN EVENT TO RECEIVE PAY AND POINTS FOR THE MAIN. ANY ONE LAP OF GREEN FLAG RACING IS EXCEPTED.

6. IN THE PIT MEETING EACH NIGHT THE TOP SO MANY CARS WILL BE ANNOUNCED FOR EACH DIVISION THAT WILL NEED TO REPORT TO TECH. IF YOU FAIL TO GO TO TECH AFTER THE RACE YOU WILL LOSE YOUR POSITION AND POINTS. AS SOON AS YOUR FRONT TIRES HIT YOUR PIT PAD YOU WILL BE DISQUALIFIED. YOU WILL RECEIVE LAST PLACE POINTS AND PAY. IF YOU ARE UNSURE OF YOUR FINISHING POSITION REPORT TO THE TECH LINE TO CHECK SO THAT YOU ARE NOT DISQUALIFIED.

7. DRIVERS ARE RESPONSIBLE FOR THOSE AROUND THEM, PIT CREWS ETC.

8. If you are in a division sponsored for point money or awards you must have the division sponsor decal displayed in a visible location on your race car for the entire season to qualify for money or awards.

9. We don't mind a victory burnout **on the track** every now and then but please keep them to a minimum. If you choose to burnout please do not sit in one spot and spin the tires, keep moving. It damages the track surface.

10. The top three in each division will report to tech after the main event. The number of cars will be stated at each pit meeting. If you fail to report to tech and any part of your car touches your pit pad you will be disqualified. If you are unsure of your finishing position report to tech anyway. The official will notify you of your position. If you are overheating and need water a crew member must notify tech so that your are not disqualified. If the driver gets out of the car our the tech officials see any work done to the car at that time you will be disqualified.

STARTS, RESTARTS AND RESUMING RACING

1. Cars must line up for racing as soon as the current race is in progress on pit road in position. After the checkered flag has been given in the current race any car joining the field will start in the back. No Exceptions, this will help keep the show running.

2. Drivers are to hold their line up position until the green flag is given.

3. Pole car is the leader of the start of the race. He sets the speed of the start, you are in charge of keeping the field tight and bunched do not take acceleration until the checkered flag has been thrown. If a driver jumps the start he will regain his position and the field will start in double file restart, if a driver jumps the start a second time he will go to the back of the field. On a restart drivers will return to their start position or be sent to the back of the pack.

4. Unless otherwise ruled by the flagman there will be no restarts on the trophy dashes. In all other races the line up for the first 2 restarts will be identical to the start, the third restart will be single file.
5. The last completed green flag lap will be used to determine line up on restarts on yellow and red flags.
6. On side by side starts you may not pass on the left or inside at anytime, you cannot pass until you have passed the start finish line. Then you can pass on the Right/Outside ONLY!!!!
7. On single file restarts you may not pass on the left or inside at anytime. You may pass to the right or outside once the green flag is dropped.
8. Single file means all cars must be in line nose to tail. If there is a problem with cars getting out of line before the green flag is dropped the restart will continue followed by a yellow. The cars involved in getting out of the single file formation will be put to the back.

We want to remind all participants that racing at Montana Raceway Park is a Sport and Hobby. This needs to be fun and enjoyable for all ages. Remember to conduct yourself in a respectful manner and have fun. Short track racing is some of the best live entertainment you can give the fans, sponsors, family and friends.

PROTESTS

A) ANY DRIVER COMPETING IN THE RACING EVENT OF THE DAY, MAY PROTEST CAR IN HIS/HER CLASS ONLY.

B) A WRITTEN AND SIGNED PROTEST MUST STATE THE AREA IN QUESTION AND BE PRESENTED TO THE TECH OFFICIAL WITHIN 15 MINUTES OF THE FINISH OF THERE CLASS MAIN EVENT.

C) PROTESTED CAR MAY BE IMPOUNDED FOR THE NIGHT AND THE DISASSEMBLY WILL TAKE PLACE AT A NEUTRAL SHOP THE NEXT DAY AT A TIME SET THE NIGHT OF THE PROTEST.

D) ATTENDANCE AT THE TEAR-DOWN WILL BE LIMITED TO THE TECH OFFICIAL; DRIVER OF THE PROTESTED CAR AND UP TO 2 (TWO) OF HIS CREW MEMBERS, THE PROTESTING DRIVER, AND THE TECH APPOINTED CLASS REPRESENTATIVE.

E) IN THE EVENT OF A PROTESTED CAR IS FOUND ILLEGAL; ALL FEES WILL GO TO THE PROTESTOR.

F) IN THE EVENT THE PROTESTED CAR IS TO BE FOUND TO BE LEGAL ALL FEES WILL GO TO THE PROTESTED DRIVER.

G) THE PROTEST MAY INCLUDE ONE OR MORE OF THE FOLLOWING AND MUST BE ACCOMPANIED BY THE REQUIRED FEES IN CASH.

H) ANY DRIVER PROTESTING MUST CLEAR TECH INSPECTION WITHOUT ANY ALTERCATIONS BEFORE TECH OFFICIALS WILL CONTINUE WITH A PROTEST.

I) YOU CANNOT PROTEST MORE THAN 1 CAR AT ANY GIVEN RACE NIGHT AND ARE LIMITED TO NO MORE THAN 3 PROTEST PER YEAR.

1) ENGINE UPPER END: FEE \$75.00 PLUS \$25.00 TO SHOP OWNER + \$50.00 TO TECH OFFICIAL (NON REFUNDABLE). INSPECTED WILL INCLUDE REMOVAL AND INSPECTION OF:

A) CARBURETOR AND INTAKE MANIFOLD

B) 1 CYLINDER HEAD AND VALVES FROM THE CYLINDER

- C) BORE AND STROKE
- D) VISUAL INSPECTION OF FLYWHEEL AND CLUTCH;
CAMSHAFT AND CAM DRIVE
- E) EXTERNAL ENGINE COMPONENTS (VALVE TRAIN, IGNITION

2) ENGINE LOWER END: FEE \$100.00 PLUS UPPER END FEES.

- A) REMOVAL OF ENGINE CHASSIS
- B) IN ADDITION TO UPPER END INSPECTION, LOWER END PROTEST WILL INCLUDE REMOVAL OF ONE PISTON/ROD ASSEMBLY, WEIGHT OF CLUTCH, AND POSSIBLE REMOVAL OF CRANKSHAFT IF ORIGIN AND WEIGHT CANNOT BE DETERMINED VISUALLY.

3) DRIVE TRAIN AND CLUTCH: FEE \$40.00 PLUS \$10.00 SHOP + \$50.00 TO TECH OFFICIAL (NON REFUNDABLE). FEE IF SEPARATE FROM ENGINE TEAR DOWN.

- A) REMOVAL OF DIFFERENTIAL AND FLYWHEEL.
- B) WEIGHT OF FLYWHEEL AND CLUTCH WITH INSPECTION OF TRANSMISSION.
- C) VISUAL INSPECTION OF CHASSIS FOR POSSIBLE INFRACTIONS SUCH AS ALTERED SUSPENSION COMPONENTS.

4) VISUAL CHASSIS OR SUSPENSION PROTESTS: NO FEES

- A) CHECK OF WHEEL AND TIRES, OR WEIGHTS AND BIASES
- B) CHECK OF SUSPENSION COMPONENTS
- C) VISUAL INSPECTION OR SPOT CHECKS MAY BE REQUESTED BY RACEWAY PARK OR TECH ADVISOR ANYTIME DURING THE SEASON

PENALTIES

1) INTERNAL ENGINE: FORFEITURE OF UP TO 2 NIGHTS POINTS THROUGH DATE OF INFRACTION. LAST PLACE MONEY FOR THE NIGHT.

2) DIFFERENTIAL-CLUTCH: ONE NIGHTS POINTS OR A PENALTY EQUAL TO 1 NIGHTS POINTS. LAST PLACE MONEY FOR THE NIGHT.

3) VISUAL INSPECTIONS: MINIMUM PENALTY OF ONE DAYS POINTS. LAST PLACE MONEY FOR THE NIGHT IF NOT CORRECTED BEFORE TIMING IN.

4) WEIGHT AND BIAS INFRACTIONS: NO POINTS, LAST PLACE MONEY.

5) DISQUALIFICATION AFTER NORMAL TECH INSPECTION WILL RESULT IN LAST PLACE POINTS AND LAST PLACE PAY FOR THE NIGHT.

6) PROTESTED CARS MAY ONLY BE MOVED TO THE PLACE OF INSPECTION ONLY BY THE AUTHORITY OF THE TECH OFFICIAL. CARS MOVED WITHOUT PERMISSION WILL BE CONSIDERED ILLEGAL. TECH DECISION IS FINAL.

7) DRIVERS ARE EXPECTED TO MOVE UP AFTER THREE YEARS OF COMPETING IN A CLASS. RACEWAY PARK RESERVES THE RIGHT TO SEE THAT THE COMPETITION STAYS FAIR IN ALL CLASSES.

A) IF A DRIVER WANTS TO COMPETE IN LOWER CLASS DUE TO ABSENCE OF THE CARS DRIVER, RACEWAY PARK RESERVES THE RIGHT TO KNOW IN ADVANCE BEFORE LETTING THAT DRIVER COMPETE IN THAT CLASS. THE DECISION WILL BE DETERMINED BY RACEWAY PARK.

8) DRIVERS MUST COMPLETE ONE GREEN FLAG LAP IN THE MAIN TO RECEIVE POINTS FOR THE MAIN AND PAY FOR THE NIGHT. YELLOW FLAG LAPS DO NOT MAKE YOU ELIGIBLE FOR MAIN POINTS AND PAY.

TRACK RECORDS WILL BE AUTOMATIC INSPECTION, UP TO THE DISCRETION OF THE TECH OFFICIAL, WITH NO EXTRA FOR GASKETS. MUST DECLARE ACCEPTANCE FOR TRACK RECORD AFTER YOUR DIVISION HAS COMPLETED QUALIFYING. ONCE YOU DECLARE YOU CANNOT WITHDRAW THE CLAIM. CAR MAY BE IMPOUNDED AND INSPECTED THE NEXT DAY.

HORNETS

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

This class is to be fun and cheap. If we're going too fast, we'll try to slow it down. These cars are intended to be cars we race, and not race cars. THIS IS JUST TO HAVE FUN. This is to see if you really want to race. We have classes for real racing...but not this one. Entrance fee is \$10 per person for pit entrance. Track membership fee is \$17.50 per person. First time racing may be considered 'trial'. If returning for second time, membership must be purchased.

1. COMPETING MODELS

Front wheel drive only.

No V8 Eldorado or Toronados.

Two door, four door cars; Dodge Caravans, etc. are acceptable

2. ENGINE SPECIFICATIONS

Stock Motors, 4-cylinder & V-6's - no modifications

Must have mufflers

3. TRANSMISSIONS

Manuals or Automatics

4. BODIES

Must be stock, that includes doors. No lightening allowed. No interior or exterior mirrors.

Burnable materials must be removed from the inside, with the exception of the dash & driver's seat.

All glass, except windshield, must be removed.

Windshield may be replaced with 3/16" Lexan and large pop-rivets

All exterior lenses and emblems must be removed.

Cars with sunroofs are required to cover hole with 20-gauge sheet metal

Must have operating sound system (style points), horn and third brake light

Must be painted High School colors (ie: Flathead – orange & black; Columbia Falls – blue & white; Whitefish – green & gold).

All cars must have 20" tall numbers on both sides and roof.

Hood and trunk must be secured with hood pins only; stock hinges can remain

5. BRAKES & SUSPENSION

Four wheel stock foot actuated brakes are mandatory – no modifications.

No suspension modifications allowed

6. ROLL BAR

0.90 tubing with 12 inch square plates on both ends and two plates on outside of body 12 inches sandwiching body and attached with four bolts on each side. Must be mounted behind driver's seat. Bolts must be 7/16th diameter.

Plates must be a minimum of 14 gauge thick. Must have bar 1-3/4" or larger tubing running from 4" post to door jams with 4" square plates on each end approximately shoulder high and one running from top of post diagonally to rear floor boards. Can also use 4 point 1-3/4" .090 tubing roll cage. Must meet requirements of Bomber Class for mounting and fitting.

7. SAFETY

1. 5 point harness is mandatory.

2. Fire jackets recommended for 2008 season and will be mandatory in 2009.

3. Driver's window screen or window net.

4. Helmet.

5. Leather gloves.

6. Long sleeved cloth shirt (nylon not acceptable).

7. Needs to have cutter blades running from fender to rear quarter, over door, both side mandatory. Doors must be welded bolted or chained shut.

8. Race cars must have fire extinguishers securely mounted within reach of the driver. The extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). Battery must remain in engine compartment and be securely fastened down.

9. For safety, we're going to run very low fuel – less than 3-4 gallons.

8. WHEELS & TIRES

60 Series or larger.

No racing tires.

Must be DOT street tires.

Wheel weights must be removed.

COMPACTS

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

EXPLANATION

Drivers must be Compact members, 14 years of age or older, and registered as a Raceway Park Compact division driver. Drivers and crew members ages 14 thru 17 must have a parent or guardian sign a waiver to enter the pit area. All entrants must have a valid pit pass.

The Compact class is designed to promote greater interest in stock car competition, to enable drivers and car owners to compete in their own class, and to enable individuals with moderate means to participate without spending a significant amount of money to race.

1. COMPETING MODELS:

Open to all American and foreign 1970-1985, rear wheel drive, 4 cylinder equipped automobiles. No four wheel drive, no rear engine or trucks. No rotary or air cooled engines.

2. GENERAL RULES:

A) All cars must declare weight and CC on windshield. If you are unsure of weight or CC ask the tech officials.

B) Must be factory stock 4 cylinder engine.

C) Maximum 2500 cubic centimeters. Must weigh a minimum of .95 pounds per cubic centimeter. Weight at end of main without adding fluids.

D) Replacement parts through 1985 only.

E) Minimum ground clearance of all components 3" with driver in car.

F) Electric fuel pump may be used but must have oil pressure shut-off.

G) Minimum 2" Inspection plug in the side of oil pan required.

3. ENGINE SPECIFICATIONS:

A) Must be factory stock 4 cylinder engine and must have been available in model used, model to model, motor must be mounted in stock location with stock mounts.

B) Bore not to exceed .060". Head machining not to exceed .020".

- C) No porting, polishing or machining of ports.
- D) Indexed timing gears and external adjusters are approved.
- E) No fuel injection or turbos.
- F) No high performance or motorsports parts.
- G) Factory ignition only. No magnetos.
- H) Heads must match block as produced (2300 ford head to 2300 ford block, 22r Toyota head to 22r Toyota block ect..) Maximum cam lift to be .425 measured at valve.
- I) Factory throttle cables are approved, however two return safety spring must be used even If solid linkage is used, a toe hook must be added.
- J) Ranger manifolds OK. Headers OK, collector not past bell housing.

4. CARBURETOR AND INTAKE:

- A) Carburetor limited to one 2 barrel only. Maximum 390 CFM and 1-1/2" venturi diameter.
- B) No internal polishing or machining of air horn.
- C) Maximum carburetor spacing of 2" including gaskets. Spacer may not be tapered or polished.
- D) No tubes, funnels or any other device, which may control the flow of air is permitted inside the air cleaner or between the air cleaner and the carburetor.
- E) Intake must be OEM with no modifications. No porting, polishing, gasket matching or adding of any substance. Modification may be made on Chevrolet, Toyota and Nissan intake to accommodate maximum 390 cfm with a 1-1/2 venturi.

5. TRANSMISSION:

- A) Manual transmissions only. All gears must work. Must be model to model. Stock mounts only, NO truck transmissions.
- B) Clutch must be stock type.
- C) Clutch, flywheel, fasteners and release bag must weigh a minimum of 28 pounds.
- D) Flywheel must be stock. No aluminum or nodular.

6. BODIES:

- A) Bodies must be OEM steel and remain stock.
- B) All glass must be removed, except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner, carpet, floor pads and seats must be removed.

- C) Rear windshield optional. Must be clear Lexan.
- D) Cars with rear quarter windows may enclose with clear Lexan.
- E) Inner panels from doors, fenders, quarter panels, roof, trunk and hood may be removed. Dash and related brackets must be removed.
- F) Doors must be welded, bolted or steel pop riveted shut.
- G) Wheel openings may be enlarged for tire clearance but must be rolled under to remove sharp edges.
- H) Driver is to be completely shielded from tires, motor and fuel tank.
- I) Firewall and floorboard must be stock and in original position and extend from windshield base to the original wheel wells.
- J) If firewall has been altered must have two crossbars made from at least 0.90 tubing.
- K) Sub frames may be connected. No under slinging rear of vehicle.
- L) Hooks suitable for towing must be welded to the underside of all 4 corners of the cars.

7. MIRRORS:

Mirrors are not permitted.

8. RADIATORS:

- A) Must use a stock or aluminum radiator in front of engine.
- B) No auxiliary radiators.
- C) Electric fans are permitted.

9. SUSPENSION:

- A) May use any steel spring, mounted in stock position with stock mounting brackets. Front springs may be heated or bent. Lowering blocks are approved.
- B) Any gas or hydraulic steel shock, mounted in the stock position.
- C) No weight jacks or coil over type units.
- D) Rear skid plates mandatory below U-bolts. OEM Sway bars are approved. Must use OE mounts.
- E) Front upper and lower A-arms may be modified to achieve a maximum camber of 6 degrees Tubular A-arms are not permitted. Any bushing material may be used.
- F) No lightening of any frames or components allowed.

10. REAR ENDS:

- A) Stock rear ends only. May not exceed 8.8 ring gear. Rear end may be locked.

- B) Any gear ratio allowed.
- C) Must mount in stock position, using stock mounts.
- D) No independent rear suspension.

11. BRAKES:

- A) Disc front, disc or drum rear. Components must match manufacture to manufacture.
- B) Stock master cylinder and components only.
- C) No adjustable proportioning valves.
- D) No drilled rotors.

12. ROLL BARS:

- A) Must be a minimum of 4 point construction. Must use a minimum of 1-1/2" O.D. pipe and .095 thickness.
- B) Must have cross braces and gussets.
- C) Must have a minimum of 3 door bars on the driver's side and 2 bars on the right side. Cage must have a minimum of 4"x4"x1/4" plates on cage legs and welded to the floorboard.
- D) Front and rear hoops are mandatory.
- E) It is strongly recommended that a piece of 1/8" steel be welded to driver's door bars. The material should be placed between the door bars and the door skin and should cover the seat area. As an option, the material may be welded between the door bars.
- F) Nerf or Bump Bar may be welded to frame not to exceed 1 inch past tire.
- G) See last page for roll cage diagram.

13. WINDOW SCREENS:

A nylon window screen must be installed in the left side door glass opening. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

14. FUEL:

- A) Fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and shall not be blended with anine, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The speedway reserves the right to require all cars to use the same

fuel.

15. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell check valves are compulsory.

A) Fuel cells are mandatory and cannot exceed 8 gallons.

B) The bottom of the fuel cell must have a minimum ground clearance of 8".

C) OEM factory equipped electric fuel pumps are approved, only if equipped with an oil pressure shut off switch. Any concealed pressure type containers, fuel lines or actuating mechanism will not be permitted, even if inoperable.

16. WHEELS:

A) Maximum of 8" wide steel wheels.

B) Right side wheels must be racing type or approved by the Tech Inspectors.

C) Bead may be reinforced.

D) No Bleeders.

17. TIRES:

A) Class approved tire only; to be announced at the spring meeting for the year.

B) Maximum tread width is 9".

18. HELMETS:

It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard regulations or the American Standards Institute, Inc.

19. SEATS:

A) An aluminum racing seat only. No fiberglass or stock bucket seats.

B) It is recommended that all seats have padded rib protectors and leg extensions on both sides.

C) A padded head rest approved by the Tech Official is required.

D) Seat and seat belts must mount to the roll cage, not floor pan. Must use Grade 8 bolt, nuts and large flat washers.

20. SEAT BELTS AND SHOULDER HARNESS:

A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, no less than 3/8" in diameter.

B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom.

D) Where the belt passes through the seat, it must have a grommet installed, be rolled and/or padded to prevent cutting the belt.

E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.

F) Seat belts must be dated by the manufacture and must not be used beyond 5 years after the manufacture date.

21. ELECTRICAL SWITCH:

It is mandatory that a labeled on-off switch be located on the roll bar behind the driver's seat. The switch should be wired to the battery in such a manner that will cut off all electrical power to the car.

22. STEERING:

A) A steel quick release steering wheel is strongly recommended.

B) Center of steering wheel hub must be padded acceptable to Tech Officials.

23. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

24. MUFFLERS:

A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.

B) No car shall exceed 92 DBA at 100 feet.

25. BATTERY:

Battery may be relocated inside of car. Battery can be no further back than the stock rear firewall and cannot protrude through the floor. The battery box will be 6 sided, securely fastened and not significantly bigger

than the battery.

26. NUMBERS:

A) A number 24" high is required on the door area and only the door area, of both sides of car. A minimum 30", 3" wide number is required on the top side of the car.

B) A minimum 8" high white number is required on the upper right corner of the windshield.

C) The engine CC's must be displayed on the lower right corner of the windshield.

D) Numbers will be assigned by the Speedway Office (406) 257-7223 and must be renewed each year.

27. FIRE CONTROL:

A) Race cars must have a fire extinguisher securely mounted within reach of driver. This extinguisher must be mounted on a metal bracket. (No extinguisher may be taped to roll bars). It is strongly recommended that each car have a built-in fire extinguisher equipment, but cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS, AT ALL TIMES, A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.

B) It is mandatory that, at all times, driver's suits of fire retardant material that effectively cover the body from neck to ankles and wrists, be worn on racing surface. It is strongly recommended that at all times, drivers wear at least 4 layer driving suits made of fire retardant material that effectively covers the body. It is also strongly recommended that drivers wear long underwear, headgear, socks, gloves and shoes made of fire resistant material.

C) It is strongly recommended that, at all times, while the car is being fueled or while fuel is being transported in the pit area, all crewmen involved should wear at least a 4 layer suit made of fire retardant material that effectively covers the body. It is strongly recommended that the crew members wear long underwear, headgear, socks, gloves and shoes made of fire retardant material, plus protective eye wear.

D) No antifreeze; No synthetic oil or additives.

E) ALL SAFETY REQUIREMENTS ARE MANDATORY ON RACEDAY AND ANY PRACTICE DAY.

BOMBERS

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

EXPLANATION

Drivers must be Bomber members, 14 years of age or older, and registered as a Raceway Park Bomber division driver. Drivers and crew members, ages 14 thru 17 must have a parent or guardian sign a waiver to enter the pit area. All entrants must have a valid pit pass.

The Bomber division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete without spending a significant amount of money for race equipment.

Decision on interpretation of the rules by the Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. IF IT DOESN'T SAY YOU CAN, YOU CAN'T! Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS:

Open to all American and Canadian made steel bodied passenger cars, 1960 & newer. No station wagons, Jeeps, convertibles, or sports cars.

2. GENERAL RULES:

A) Minimum wheelbase is 116". No two door cars. (117" two-door cars OK)

B) Minimum ground clearance of all components is 5". All measurements will be made with driver out of car.

C) Body and frame must match manufacture to manufacture, make to make and year to year.

D) Engine Claim Rule:

- Only the top 5 finishers in the A-Main event are eligible to be claimed.
- Only competitors running the same manufacture of car in that event are able to claim engine.
- Engine claim fee is \$800.00, plus a \$100.00 performance bond presented no later than 15 minutes after the checkered flag of the Bomber A-Main event.

- In the event that more than one driver claims a given engine, the winner will be determined by a drawing.
- The owner of the claimed engine may keep the carburetor, distributor, flywheel, clutch converter, starter and pulleys.
- The \$100.00 performance bond will be refunded when the claimed engine returns to compete at Raceway Park.
- Refusal to honor a claim will result in the following:
\$250.00 fine payable to Raceway Park (may not race till fine is paid.) Loss of season points.

3. ENGINE:

Stock production V-6 and V-8 engines only. No engine interchange between makes, (Ford to Ford, Chev to Chev). Engine must be available to the general public to purchase.

- A) Engine must be stock OEM. All internal parts must be OEM replacement parts for make of engine.
- B) Engine must remain in stock location.
- C) Pistons may not exceed deck height, OEM replacement pistons, NO domes. 400 Chevy dish piston only.
- D) Stock steel rods and crankshaft. (Crankshaft may be steel or cast).
- E) Any flat tappet hydraulic camshaft. No solid lift or roller camshafts. Lift not to exceed .460". Must produce 13" to 15" of vacuum at 800 rpm idle and 10 degrees initial advance timing.
- F) No gear drives. No aftermarket distributors, OEM HEI ignition systems are approved.
- G) No stroked or destroked engines. 11 to 1 compression.
- H) Heads Must be stock with motor as produced, except the following.
- I) Heads not approved include: Ford: Australian and Cleveland 4bbl. Chevy: any camel hump; including 041, 492, 186 cast head and vortec Mopar: 915 and X heads.
- J) Restricted to stock valve size for head.
- K) Screw in or pinned studs are approved. Push rod guides and stud girdles are not approved for use.
- L) Stock Mopar and Ford rockers only. Chevrolet 1.5 ratio only. No long slots. No grinding on rockers.
- M) No porting, polishing or gasket matching of heads. No excessive milling of heads, maximum 4cc from stock.
- N) Exhaust manifolds must be stock cast iron OEM only. No Corvette manifolds. No headers.
- O) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette nodular iron flywheels. Stock OEM type pressure plate and

OEM single disc clutches only.

P) Fuel pump must be stock OEM type and must mount in stock location. No electric fuel pumps allowed.

4. CARBURETOR AND INTAKE:

A) Any single 2 barrel. Maximum 500 CFM.

B) Ram Air, Cowl induction or stock hood scoops must be blocked off.

C) No tubes, funnels, or any device which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor. Bottom and top of air filter housing must be solid and be same diameter. K&N filter element OK.

D) Spacers are not permitted.

E) Stock cast iron automotive 2 barrel intake only or 4 barrel with a 2 barrel adapter. No high rise manifolds of any kind.

F) No porting, polishing, acid dripping, adding epoxy or other similar substance allowed on intake. No gasket matching allowed.

G) An air cleaner is mandatory at all times. No foam type air cleaner. No air boxes.

5. TRANSMISSIONS:

A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.

B) Transmissions must bolt to engine with no modifications.

C) All cars with manual transmissions must have an approved scatter-shield around the clutch, or a constructed shield made of a minimum 1/4" steel over the bellhousing section of the floorboards.

6. DRIVE SHAFT:

A) Drive shaft and universal must be similar in design to standard production type. Only a one piece steel drive shaft is allowed.

B) It is mandatory that two 360 degree solid steel brackets, no less than 2" wide and 1/4" thick, or steel chain, be placed not more than 12" from each universal joint and fasten to the floorboard.

C) All drive shafts must be painted white.

7. BODIES:

A) Bodies must be OEM steel and remain stock.

B) All glass must be removed, except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner material, carpet, floor pads and

seats must be removed.

C) All body panels must remain stock and intact. Hood and rear deck lids may be lightened. Front door panels may be cut out only if door bars are inside of doors. Rear inner fenders must remain stock, no cutting. Front inner fender panels may be removed. Center of trunk may be removed for fuel cell installation.

D) No sharp edges. All edges must be rolled under.

E) Full floor boards and firewalls required. All holes must be covered with a minimum 22 gauge sheet metal.

F) Doors must be welded or bolted shut.

G) All cars must have stock OEM front and rear bumpers. Bumpers may be reinforced within stock appearing guidelines and must be strapped to the body.

H) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.

I) No rear spoilers allowed.

8. MIRRORS:

Mirrors are not permitted.

9. RADIATOR:

A) Radiator must be mounted in engine compartment, in stock location.

B) Aftermarket aluminum radiators are permitted.

C) All cars must be equipped with a minimum 2 quart over-flow catch can.

10. SUSPENSION:

A) All suspension components must be OEM for make and model, with no modifications.

B) Holes may be elongated and a longer bolt may be used to obtain a maximum of 8 degrees negative camber.

C) Springs must be OEM type. Springs may be cut and/or bent.

D) Lowering blocks are permitted for use. Must be hollow square steel. Solid spring spacers are approved.

E) Frame height may not exceed 1" difference side to side.

F) One shock per wheel, mounted in factory location. No racing shocks.

G) Sway bars are permitted if mounted with stock components.

H) Springs and torsion bars must be OEM type, may be cut or bent: springs and torsion bars must be identical in all respects side to side.

I) No twist in or rubber spacers.

J) Spacers may be interchanged under springs with total amount of spacers per spring 1 inch, torsion bars may be adjustable using OEM

adjustments.

11. REAR ENDS:

- A) Rear end must be stock as produced with car.
- B) Spider gears may be welded or blocked.
- C) OEM "Posi" or "limited slip" differential is approved.
- D) No cambered axle housings.

12. BRAKES:

- A) Four wheel, foot actuated brakes are mandatory.
- B) Must be solid mount. No drilled rotors.
- C) Front brakes may be converted to disc brakes. If OEM disc brakes were not available, substitutions may be made. Modifications must be approved by the Tech Inspector.

13. ROLL BARS:

The roll cage is to be constructed of black pipe, with 1-5/8" OD minimum wall thickness of .120" or 1-3/4 by .090" round steel tubing. Aluminum and/or other soft materials are not permitted. Roll bar connectors must be welded and all cages must be approved by the Tech Inspectors.

- A) A minimum 4 point perimeter design (6 point is preferred) is required.
- B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity) in the back of the book. On unitized bodied cars, the cage must be attached to 6" square plates, minimum 3/16" thick. The plate must be fish plated to plates with the same specifications by four 3/8" bolts.
- C) A minimum of 3 door bars (horizontal) are required on the left side, with 2 bars required on the right side. The left side door bars must curve out to the outer most part of the door skin. It is strongly recommended that a piece of 1/8" steel be welded to drivers door bars. The material should be placed between the door bars and the door skin and should cover the seat area. As an option, the material may be welded between the door bars.
- D) A dash bar connecting the front cage uprights is strongly recommended. This bar should be placed so as not to come in contact with the drivers legs.
- E) Gussets are mandatory at the frame attachment points and points above the drivers chest and in door parts. Gussets must be minimum of 3/16" material with a minimum of 1-1/2" of weld on each leg.
- F) All roll bars within the driver's reach, along with the steering wheel

- hub, must be padded acceptable to the Tech Inspector.
- G) No bars, x-ing or tying frames together under the car.
 - H) See last page for roll cage diagram.

14. RADIATOR PROTECTOR:

- A) Radiator protection between the grill and radiator is optional. If bars are added, bracing must end ahead of A-Arm. Radiator protection may not extend more than 3" on either side of radiator.
- B) All other bracing must be contained in perimeter of 4 point cage. Forward uprights should not contact frame ahead of frame kick-up. Uprights must contact frame between kick-up or on flat of frame rail.

15. FUEL CELL PROTECTOR BAR:

If a fuel cell is installed through the trunk floor, the car must have a bar installed at the rear of the fuel cell. The bar must be a minimum of 1-3/4" x .090" thickness and must attach to the frame rails and extend down and across the bottom of the cell, with a center support bar that attaches to the rear frame member. (Protector bar is not required if fuel cell is installed above the floor of the trunk).

16. WINDOW SCREEN:

A nylon window screen must be installed in the left side door glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in closed position, must fit tight and be secured with a quick release type lever.

17. FUEL:

- A) Fuel shall be automotive gasoline only, no aviation or racing fuel.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and shall not be blended with anine, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

18. FUEL TANK OR CELL:

- A) Maximum capacity of 12 gallon fuel cell or tank. May not weigh more than 25 pound, empty, with mounting hardware. The use of approved fuel cell is highly recommended.
- B) Cell or tank must be attached a minimum of 12" ahead of rear bumper and in center location with metal straps.

C) A metal tank may be approved by meeting the following requirements:

No gravity feed fuel lines. Line must exit top of tank.

No vented caps. Vent line must have an operational check valve.

19. WHEELS:

A) Maximum wheel width is 7" wide. Maximum offset is 4" measured from bead of tire to lug nut seat.

B) Maximum wheel size 16" - 15" OK (No welded centers)

C) Approved racing wheels or right side wheels must be reinforced or double centered.

D) Minimum of 1/2" diameter wheel stud is required on right side. It is strongly recommended to use 5/8" studs. Wheel studs must pass completely through the wheel when tight.

E) No bleeders.

20. TIRES:

A) Maximum tread width of tire is 9". No tires under 60 series.

B) Radial tires only. Tires must be DOT approved.

C) Any tire may be claimed for \$25.00.

21. HELMET:

It is recommended that all helmets meet the specification set forth in the Federal Motor Vehicle Safety Standard regulations by the American Standards Institute, Inc. All helmets must have a Snell M90 rating. It is strongly recommended that the helmet also have an SA rating.

22. SEATS:

A) An aluminum racing seat is required. No fiberglass or stock bucket seats.

B) It is recommended that all seats have padded rib protectors and leg extensions on both sides.

C) A padded head rest approved by the Tech Inspector is required.

D) Seat and seat belts must mount to the roll cage, not floor pan. Must use grade 8 bolts and large flat washers.

23. SEAT BELTS AND SHOULDER HARNESS:

A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, no less than 3/8".

B) Shoulder harness must be no less than 3" wide and must come from

behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

C) A center (crotch) belt must be securely fastened to the lower seat frame at the bottom.

D) Where belts pass through the seat, it must have a grommet installed, be rolled and/or padded to prevent cutting the belt.

E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.

F) Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufacture date.

24. ELECTRICAL SWITCH:

It is mandatory that a labeled ON-OFF switch be located on the roll bar behind the driver's seat. The switch must be wired to the battery in a manner that will cut off all electrical power to the car.

25. STEERING:

A) A steel quick release steering wheel is strongly recommended.

B) The center of the steering wheel hub must be padded acceptable to the Tech Inspector.

26. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

27. MUFFLERS:

A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.

B) No car shall exceed 92 DBA at 100 feet.

C) Exhaust pipes must extend past driver and exit between the door and rear tire.

28. BATTERY:

Battery may be relocated inside of car and must be securely mounted in an enclosed box. If inside car, it can be no further back than the stock rear firewall and cannot protrude the floor. The battery box must be 6 sided and not significantly bigger than the battery.

29. NUMBERS:

- A) A minimum 24" high, 3" wide number is required on the door area (and only the door area) of both sides of the car. A minimum 30" 3 stroke number is required on the top of the car.
- B) A minimum 8" high white number is required on the upper right corner of the windshield.
- C) Numbers will be assigned by the Speedway Office (406) 257-7223 and must be renewed each year.

30. FIRE CONTROL:

- A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal bracket (no extinguisher may be taped to roll bar). It is strongly recommended that each car have built-in fire extinguisher equipment, but cannot be of the dry powder type.
- B) It is mandatory that at all times suits of fire retardant material that effectively cover the body from neck to ankles and wrists, along with fire retardant or leather shoes and gloves be worn while on the racing surface. It is strongly recommended that at all times, drivers wear at least a 4 layer driving suit made of fire retardant that effectively covers the entire body. It is also strongly recommended that drivers wear long underwear, headgear and socks made of fire retardant material.
- C) It is strongly recommended that at all times, while the car is being refueled or while fuel is being transported in the pit area, all crewmen involved should wear at least a 4 layer suit made of fire resistant material that effectively covers the body. It is also strongly recommended that the crew members wear underwear, headgear, socks, gloves and shoes made of fire resistant material.
- D) NO SYNTHETIC OIL OR ADDITIVES
- E) ALL SAFETY REQUIREMENTS ARE MANDATORY ON RACE DAY AND ANY PRACTICE DAY.
- F) ALL ENTRANTS SHOULD HAVE IN THEIR PIT AREA AT ALL TIMES, A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENCE, SHOWING CURRENT INSPECTION CERTIFICATE.

HOBBY STOCK

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

EXPLANATION

Drivers must be Hobby stock members, 14 years of age or older, and registered as a Raceway Park Hobby Stock division driver. Drivers and crew members ages 14 thru 17 must have a parent or gaurdian sign a waiver to enter the pit area. Anyone entering the Pit Area must have a valid Pit Pass.

The Hobby Stock division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers to compete in their own class. It enables individuals with moderate means to compete without spending a significant amount of money for race equipment.

Decisions on interpretation of the rules by Technical Inspectors shall be final. No changes from stock production automobile or component parts except as listed in these rules. If it doesn't say you can, you can't. Any equipment that the officials consider exotic or not in the intent of the rules shall be considered illegal.

1. COMPETING MODELS:

Open to all American and Canadian made steel bodied passenger cars, 1960 and newer. No station wagons, Jeeps, convertibles, sports cars, cameros, firebirds, or pony cars. No front wheel drive, rear or mid engines allowed.

2. GENERAL SPECIFICATIONS:

A) Wheelbase: 108" minimum

B) Minimum weights is 3150 lbs. Maximum 54% left side weight. Rear weight not to exceed 45%. All weights are with driver in car at the end of the main event. Any added weight must be bolted or welded in securely.

C) Models with wheelbase less than 112" are limited to a maximum of 360 cu. in., not to exceed largest displacement available as production of that model.

D) Minimum ground clearance of all components is 5". All measurements

will be made with driver in the car.

E) Body and frame must match, make to make, model to model, year to year.

F) Control arms may be welded to strengthen.

3. ENGINE SPECIFICATIONS:

A) Stock production V-6 or V-8 engines only. No engine interchange between makes, (must be Ford to Ford, GM to GM). Engine must have been available to the general public to purchase.

B) Engine must be stock OEM. All internal parts must be OEM replacement part for make of engine except as noted.

C) Engine may be set back so furthest forward spark plug is even with spindle centerline. Front motor mount may be after market with no rubber, rear mount must be OEM transmission location may be without rubber, (no after market mid mounts).

D) Stock flat top OEM type replacement pistons only, may over bore of .060". Pistons may not exceed deck height. 400 Chevrolet small block must have dished pistons. No racing pistons.

E) Hyper-Eutectic, Molly-coated allowed on skirts only. No other coating. TRW, Sealpower and Keith Black pistons only. 5/64, 5/64, 3/16 rings only. Full skirts only.

F) Factory OEM "as produced" Stock steel rods. May use after market rod bolts. Must be "as produced" bore, stroke and rod length combination. Crankshaft may be steel or cast.

G) Any flat tappet hydraulic camshaft. No solids, mushroom or roller camshafts. Maximum lift of .500".

H) No gear drives. No aftermarket distributors. OEM HEI ignition systems are approved. GM style HEI distributors approved.

I) No stroked or destroked engines.

J) Cylinder head casting must match engine displacement with these clarifications: 461 castings, 1.94 intake valve Camel hump heads including 041,492 and 186 are acceptable on 350's not 400 Chevys, 289 head ok on 302 on 351. Any stock production eg. head stock valve per head used.

K) Ford Australian, Chevy vortec, Mopar w2 or X heads are not allowed.

L) World Product head allowed with .194/.150 valves only, 65cc minimum.

M) Valve spring must be same diameter from seat to keeper.

N) Restricted to stock valve size for head. Limited to one angle valve and seat. Only rebuild standard allowed is 30, 45 and 60 degrees. Poly-locks are permitted.

O) Screw-in or pinned studs, push rod guide plates are approved.

P) No stud girdles.

Q) Chevrolet only allowed 1.5 rocker. Mopar and Ford adjustable rockers are allowed. No roller rockers.

R) No porting, polishing or gasket matching of heads.

S) Exhaust manifolds must be stock cast iron OEM or stock replacement only, from a standard production car. No Corvette manifolds. No headers. Maximum inside diameter of 2 1/4" on all exhaust manifolds with no modifications.

T) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

U) Stock steel or cast iron flywheels only. No aluminum flywheels allowed. No Corvette modular iron flywheels. Stock OEM type pressure plate and OEM. Single disc clutches only.

4. CARBURETOR AND INTAKE MANIFOLD:

A) Holley 500 CFM #4412 only. Only choke and related parts may be removed. (Choke horn may not be removed).

B) No tubes, funnels, or any other devices which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

C) A one piece 1-5/8" maximum in thickness carburetor spacer acceptable to Tech Inspectors is allowed.

D) Stock cast iron automotive 2 barrel or 4 barrel intake with adapter. No high rise or GM Z-28 replacement manifolds of any kind.

E) No porting, polishing, acid dipping, adding epoxy or similar substances allowed on intake. No gasket matching allowed.

F) An air cleaner is mandatory at all times. No foam type air cleaners. Top and bottom of air filter housing must be solid and be same diameter, K&N filter element OK. It is permissible to attach a shield in front of the air filter housing up to half the air filter circumference, it cannot be higher than the air filter element. No air boxes.

5. TRANSMISSIONS:

A) A stock OEM automatic transmission, with a stock working torque converter is permitted. Three and four speed manual transmissions with all gears working is permitted.

B) Transmission must bolt to engine with no modifications.

C) All cars with manual transmissions must have an approved scattershield around clutch, or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.

6) DRIVE SHAFTS:

- A) Drive shaft and universal must be similar in design to standard production type. Only a one piece steel drive shaft is permitted.
- B) It is mandatory that two 160 degree solid steel brackets, no less than 2" wide and 1/4" thick, or steel chain, be placed not more than 12" from each universal joint and fastened to the floorboard.
- C) All drive shafts must be painted white.

7. BODIES:

- A) Bodies must be OEM steel and must remain stock.
- B) All glass must be removed except the front windshield. All chrome strips, door handles and other items must be removed. All upholstery, sound deadening, door panels, headliner material, carpeting, floor pads and seat must be removed. A Lexan rear window is optional.
- C) All body panels must remain stock and intact. Hood, roof and rear deck lid may be lightened. Front door panels may be cut out only if door bars are inside of door. Rear inner fenders must remain enclosed. Front inner fenders may be removed. Center of trunk may be removed for fuel cell installation only.
- D) Bumpers must be strapped to the body. Bumpers may be reinforced within confines of original bumper. Front after market bumper covers allowed not rear. Fabricated bumpers must be a minimum of 3" wide and resemble the stock installation.
- E) No sharp edges. All edges must be rolled under.
- F) Full floor boards and firewalls required. All holes must be covered with a minimum 22 gauge sheet metal.
- G) Doors must be welded or bolted shut.
- H) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.
- I) A non-adjustable rear spoiler, not exceeding 4" in height and not wider than the rear deck lid may be attached to the rear deck lid. (It is recommended that the spoiler be made of 1/4" clear Lexan). No rudders or forward brackets are allowed.

8. MIRROR:

Use of a mirror is prohibited.

9. RADIATOR:

- A) Radiator must be mounted in engine compartment.
- B) Aftermarket and aluminum radiators are permitted.
- C) All cars will be equipped with a minimum 2 quart over-flow can.

10. SUSPENSION:

- A) All suspension components must be OEM for make (Ford to Ford, GM to GM) with no modifications except: right front may have longer bolts or elongated holes to obtain camber.
- B) Springs must be OEM type. Springs may be cut and/or bent.
- C) One shock per wheel. Shock mounts may be extended along original axis to allow use of long body shock. All shocks must be stock OEM appearing.
- D) OEM front an/or rear sway bars are permitted. Must be mounted in stock holes.
- E) Front spindles may be interchanged within manufactures line to allow disc brakes on early chassis only.
- F) Lowering blocks and solid spring spacers are approved for use. No twist in spacers. Front spacers may be threaded but located around shock (coil only); rear coil spacers may be a solid type. May be interchangeable. Leaf spring cars may use either lowering plates under leaf springs or screw type as long as the u bolts have to be loosened and re-tightened in order to make height adjustment. No cam-actuated front to rear adjusters for rear alignment allowed.
- G) Metric cars may use older Nova spindles.

11. REAR ENDS:

- A) Differential may be locked by welding or shimming spiders. Mini spools, OEM "posi" and limited slip differentials are approved for use. Full spools allowed.
- B) Rear end must be in stock location and must use all stock parts for attachment.
- C) No cambered axle housings. No gun drilled axles. Aftermarket axles highly recommended. C-clip eliminator allowed.
- D) Ford 9" rear end allowed: must have drum brakes, no nudular, no aluminum, no floating axles, must have stock housing. Mini spools allowed. No full spools.

12. BRAKES:

- A) Four wheel, stock, foot actuated brakes are mandatory. Adjustable proportioning valves may not be used.
- B) Must be solid mount. No free float. No drilled rotors.
- C) Master cylinder must be OEM and mount in stock location.
- D) Stock pedal assembly must be used and may not be moved or extended.

13. ROLL BARS:

A) Round steel tubing 1 3/4" x .090 inch or 1 5/8" x .120" minimum seamless roll-over bars are compulsory for the basic roll cage and must be approved by the Tech Inspectors. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity) in the back of this book. On unitized bodied cars, the cage must be attached to 6" square plates, minimum 3/16" thick. The plate must be fish-plated to plates with the same specifications by four 3/8" bolts. Maximum 3/4 offset cage.

C) A minimum of 3 door bars are required on the left side with 2 bars required on the right side. The left side door bars must curve to the outermost part of the door skin. It is suggested that a piece of 1/8" steel be welded to driver's side door bars. The material should be placed between the door skin and cover the seat area. As an option, the material may be welded between the door bars.

D) A dash bar connecting the front cage uprights is required.

E) A wing window bar is required on the driver's side and must be of approved roll bar material.

F) Only two bars (one on each side) may pass through the front firewall. The bars will attach to the front roll cage legs and attach to the radiator protector bar, with additional supports. Two bars may attach to the rear roll cage legs and must extend past the fuel cell. No bars from inside 4 point to beginning of front kickup forward.

G) All roll bars within the driver's reach, along with the steering wheel hub, must be padded acceptable to the Tech Inspector.

H) No bars, no x-ing or tying frames together under car. Cars with bolt-on sub-frames may use connectors. Connectors must only run parallel to wheelbase. No X-ing outside the 4 point.

I) See last page for roll cage diagram.

14. RADIATOR PROTECTOR:

The radiator protector will consist of a maximum of 5 bars (1 1/2" ID, schedule 40 tubing maximum material), located in the following positions: Two bars upward from the frame horns, one bar across the front of the radiator, two bars mounted in front of A-frames and connected to upright bars.

15. FUEL CELL PROTECTOR BAR:

If the fuel cell is installed through the trunk floor, the car must have a

bar installed at the rear of the fuel cell. The bar must be a minimum of 1 3/4" x .090 thickness and must attach to the frame rails and extend down and across the bottom of the fuel cell, with a center support bar that attaches to the rear cross member. (Protector bar is not required if fuel cell is installed above the floor of the trunk.)

16. WINDOW SCREEN:

A nylon window screen must be installed in the left side glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

17. FUEL:

- A) Fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with anine, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

18. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory.

- A) The maximum fuel capacity shall be 12 gallons and may not weigh more than 25 pounds empty, including mounting hardware.
- B) Must be mounted in center of trunk, a minimum of 12" ahead of rear bumper.
- C) Fuel lines must run under the car and be securely fastened to the frame. Grommets are required where passing through the trunk.

19. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The use of an approved fuel cell and container is mandatory. The fuel cell and fuel cell container shall be installed in accordance with the following requirements"

- A) Fuel cell and fuel cell container may be fastened to the frame in a recessed support frame.

- B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.
- C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing no less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1"x.065 thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.
- D) A firewall free of holes must be located between trunk and driver.
- E) The bottom of the fuel cell cannot be lower than the bottom of the frame rail.

20. WHEELS:

- A) Eight inch maximum width steel only, white spoke or equivalent.
- B) Maximum offset is 5", measured from bead of tire to lug nut seat.
- C) wheel studs will be a minimum of 1/2". Stud must pass completely through nut when wheel is tight.
- D) No bleeders.

21. TIRES:

Only approved tires are permitted. Approved tires will be identified at the beginning of each racing season.

22. HELMETS:

It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard regulations or the American Standards Institute, Inc. Snell 90 minimum.

23. SEATS:

- A) Aluminum racing type seat only. No fiberglass or stock bucket seats.
- B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.
- C) A padded head rest approved by Tech Officials is required.
- D) Seat and seat belts must mount to the roll cage, not to the floor pan. Must use Grade 8 bolts and large flat washers.

24. SEAT BELT AND SHOULDER HARNESS:

- A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts,

not less than 3/8" in diameter.

B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage, that will prevent the harness from sliding from side to side. Shoulder harness inertia reels cannot be used.

C) A center (crotch) belt must be securely mounted to lower seat frame at the bottom.

D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting the belt.

E) All seat belts and shoulder harnesses must connect at the lap belt with an approved quick release buckle.

F) Seat belts must be dated by the manufacturer and must not be used beyond 5 years after the manufacture date.

25. ELECTRICAL SWITCH LOCATION:

It is MANDATORY that a labeled on-off switch be located on the roll bar behind the driver's seat. The switch must be wired to the battery cable in a manner that would cut off all electrical power to the car.

26. STEERING:

A) A steel quick release steering wheel is strongly recommended.

B) Center of steering wheel hub must be padded acceptable to Tech Officials.

27. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

28. MUFFLERS:

A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.

B) No cars shall exceed 92 D.B.A. at 100 feet.

C) Maximum exhaust shall be 2 1/2" I.D. Exhaust pipes must extend past drive and exit between door and the rear tire.

29. BATTERY:

A) Battery may remain in the engine compartment, be securely mounted in an enclosed box and accessible from under the hood or relocated inside of car. If inside of car, it must be securely mounted in a protective

container. It can be no further back than the stock rear firewall and cannot protrude through the floor. The battery box will be six sided and not significantly larger than the battery.

30. NUMBERS:

A) A minimum 24" high, 3" wide number is required on the door area (and only on door area) of both sides of car. A minimum 30" high, 3 stroke number is required on the top of car facing the right side.

B) A minimum 8" high white number is required on the upper right corner of the windshield.

C) Numbers will be assigned by the Speedway office (406) 257-7223 and must be renewed each year.

31. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have built-in fire extinguisher equipment, but it cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS AT ALL TIMES A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.

B) It is mandatory that, AT ALL TIMES, suits of fire retardant material that effectively cover the body from neck to ankles and wrists, along with fire retardant or leather shoes and gloves, to be worn on the racing surface. It is strongly recommended that at all times drivers wear at least a 4 layer driving suit made of fire retardant material that effectively covers the entire body. It is also strongly recommended that drivers wear long underwear, headgear, gloves and socks made of fire retardant material.

C) It is strongly recommended that at all times while the car is being refueled or while fuel is being transported from the pit area, all crewmen involved should wear at least a 4 layer suit made of fire resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves and shoes made of fire resistant material, plus protective eye wear.

D) No antifreeze; No synthetic oils or additives in the oils

E) ALL SAFETY REQUIREMENTS ARE MANDATORY ON RACEDAY AND ANY PRACTICE DAY.

LIMITED SPORTSMAN

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

EXPLANATION

Drivers must be Hobby stock members, 14 years of age or older, and registered as a Raceway Park Hobby Stock division driver. Drivers and crew members ages 14 thru 17 must have a parent or guardian sign a waiver to enter the pit area. Anyone entering the Pit Area must have a valid Pit Pass.

1. COMPETING MODELS:

Open to all American and Canadian made bodied passenger cars 1960 to present year. No station wagons, Jeeps or convertibles. No rear or mid engine cars allowed.

2. GENERAL SPECIFICATIONS:

A) Weight minimums:

- Up to 318 cubic inches = 2700 lbs. at start of main event.
- 319-340 cubic inches = 2800 lbs. at start of main event.
- 341-360 cubic inches = 3000 lbs. at start of main event.

B) Minimum wheelbase is 108".

D) Maximum 55% left side weight. Maximum 48% rear weight. All weights with driver in car before the main event.

E) All added weight must be in block form of no less than 5 lbs. Added weight must be securely bolted in place and must be painted white with car number in contrasting color.

F) All frame members must have a minimum ground clearance of 4" with driver.

G) Maximum tread width front and rear is 65 inches center to center.

H) NO Radios are permitted.

I) Engine, body and frame must be same manufacture.

J) Cubic inch displacement must be displayed on lower right corner of windshield.

K) All cars will be required to own a AMB transponder. To purchase a transponder please contact Raceway Park for information. If you do

not purchase a transponder you will be required to rent one from the speedway before competing. The hard-wired AMB transponder is recommended. Transponders must be mounted on the frame-rail behind the right rear tire with the numbers in the up-right position. If you have a transponder bracket from previous races at MTRWP on your car you may mount the new transponder in that location. If you have any questions about the transponder please contact the speedway.

3. ENGINE SPECIFICATIONS:

A) Stock production V-6 and V-8 engines must match model (by brand). (Ford to Ford, GM to GM). Maximum .060 overbore. No Bow-tie blocks.

B) Engine may be set back so furthest forward spark plug is even with the spindle centerline. Cross member may be notched for fuel pump and exhaust manifolds only. Engine must be in centerline of car. Minimum crank height 10 1/2".

C) Engines can have a stock or racing designed oil pan. An added windage tray or internal baffles may be added.

D) Starter must use stock location.

E) All internal parts must be OEM replacement part for make of engine. Steel aftermarket rods may be used. Rod length optional. Bore, and stroke must be a production combination.

F) Flat top pistons only. Can be aluminum. May be forged. Cuts for valve relief are approved. Pistons may not exceed deck height. No racing only pistons (must have 3 rings and a skirt) Maximum compression ratio 11 to 1.

G) Only cast iron OEM heads with stock size valve stems. Oversized valve head is approved. No angle plug heads on GM engines. No vortec heads. No 4bbl Cleveland heads. World product ford windsor jr. and world product chevy s/r torquer unaltered from factory allowed. May be straight milled to achieve 11 to 1 compression.

Maximum valve size is:

Chevrolet	2.05"/1.625"	Ford	2.19"/1.71"
Buick	2.02"/1.60"	Chrysler	2.02"/1.60"
Olds	2.070"/1.625"	Pontiac	2.11"/1.66"
AMC	2.025"/1.68"		

H) Surface milling of heads approved. Straight Mill only. Roller Rockers not to exceed 1.6 or stock ratio for head used.

I) Screw in studs and guide plates allowed. Poly lock are approved. Ig-

dition may have points, or be pointless by upgrade to newer like year. Excel or MSD stock replacement ignition is acceptable. No crank trigger or msd boxes.

J) Three angle valve jobs are permitted (maximum 78 degrees). When cutting the valve seat angles, no stone or grinding marks are permitted over 1" into valve pocket. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Surfaces where the cutter or stone has touched must not be polished. No hand grinding or polishing is permitted on any part of the head. No titanium valves. Only steel retainers and keepers.

K) Exhaust manifolds must be OEM cast iron or, Chevrolet and Mopars may use 1-5/8" headers and Fords may use the Swoop Back 1-5/8". Headers not past bell housing.

L) No porting, polishing, acid dipping, grinding, adding epoxy or similar substance allowed on heads or exhaust.

M) Solid lift cams approved OEM size and weight. Roller rockers approved. No roller cam.

N) Fuel pump must be stock OEM type and mount in stock location. No electric fuel pumps allowed.

O) Cooling modification allowed in all cars. No reverse cooling.

GM "FACTORY STOCK PACKAGE" CRATE ENGINE P/N 88958602

1. The only sealed engine allowed to compete within the Limited Sportsman Division will be the GM Performance Factory Stock Crate Engine Part Number 88958602. The GM Sealed Engine may be run with Chevrolet, Ford or Dodge bodies. All engines must be registered and serial numbers documented by Raceway Park officials prior to competition.

2. The engine seals must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Raceway Park. The penalty for anyone tampering with the seals, modifying any engine part or changing the parts from stock as delivered from the factory will be subject to expulsion from racing at Raceway Park for the remainder of the season.

3. Raceway Park officials reserve the right to impound and or replace any competitors crate engine at any time.

4. Engine maybe purchased from any GM Dealer. Raceway Park must have a copy of invoice with serial number and inspect prior to racing.

5. Serial number must remain on engine. No grinding or polishing of any kind is allowed anywhere on the castings.

6. Factory seals must remain on engine.

7. No modifications what so ever.
8. No use of any substance that may change or alter the shape or size of ports or combustion chambers.
9. All crate engines must use Holley 650 CFM only. Track Officials reserve the right to and will exchange any competitor's carburetor at any time.
10. Choke may be removed, throttle shaft may be welded.
11. Only One Part # BRP 372, one inch, thick open hole Carburetor Spacer allowed. No other adapters or spacers.
12. O.E.M. distributor complete as supplied with engine, no aftermarket module, cap, or coil. Vacuum advance maybe locked out or removed. Advance weights must remain as supplied.
13. Oil cooler allowed.
14. Water pump must be cast iron only. No electric cooling fans or pumps.
15. Fuel pump must remain in stock position, Carter or Holley mechanical pump allowed. No electric fuel pump allowed.
16. Only two valve cover breathers, no evacuation system allowed.
17. Raceway Park must authorize any repair(s).
18. Weight rule for GMR 88958602 = 3000 Pounds. (May be adjusted after further testing)
19. Illegal parts will be confiscated. Fines and suspensions will be levied.
20. Major infractions (i.e. Cylinder head modifications, cubic inches, bore and stroke, camshaft, carburetor. Disqualification for the remainder of the year, loss of any point monies, contingencies. For car, owner, and driver.
21. All other Limited Sportsman Rules Apply.

GM "FACTORY STOCK PACKAGE" CRATE ENGINE P/N 88958602 REPAIR and REBUILD PROGRAM

1. Raceway Park will coordinate the repair and rebuild program for the GM Sealed Engine. All repairs and rebuilds must be approved and documented by the speedway prior to any work on the engine. The engines will be repaired or rebuilt according to the GM Performance guidelines provided by them to the track's official engine repair and rebuild shop. The engine may be tested and sealed at the track's official engine shop prior to its return to the owner.

The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to speedway officials for a clarification.

ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME FACTORS IN PUTTING THEM INTO PRINT, RACEWAY PARK OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION.

RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

4. CARBURETOR AND INTAKE:

- A) An unaltered Torker II, if torker II is not produced for chosen engine a OEM cast iron 2bbl production intake unaltered may be used.
- B) Holley 500 CFM #4412 only. Only choke and related parts may be removed. (Choke horn may not be removed).
- C) No porting, polishing, acid dipping, adding epoxy or similar substance allowed on intake manifold.
- D) No tubes, funnels, or any other device, which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor. Top and bottom of the air filter housing must be solid, kn. filter element OK.
- E) A one piece 1-5/8" thick carburetor spacer, acceptable to is permitted.
- F) Solid throttle linkage with toe hook only, no cables.

5. TRANSMISSION:

- A) A stock OEM automatic transmission, with a stock working torque converter is allowed. Three and four speed manual transmission with all gears working is permitted.
- B) Flywheel must maintain stock OD, but may be machined to attain minimum weight. Flywheel must maintain original bolt pattern. No aluminum or GM nodular. Minimum weight must exceed 20 pounds.
- C) Aftermarket dampeners are permitted.
- D) Total assembly of flywheel, clutch and pressure plate must weigh a minimum of 35 pounds.
- E) Torque converter must be OE diameter and not stall engine when car is stopped while in gear.
- F) All cars must have an approved scattershield around clutch or a constructed shield made of a minimum of 1/4" steel over the bellhousing section of the floorboard.
- G) A 1" inspection hole in the bellhousing must be provided for Technical

inspection.

6. DRIVE SHAFTS:

- A) Drive shaft and universal must be OEM production type. Only a one piece steel drive shaft is permitted.
- B) It is mandatory that two 360 degrees solid steel brackets, no less than 2" wide and 1/4" thick, be placed not more than 12" from each universal joint and fastened to the floor or crossmember of the car.
- C) All drive shafts must be painted white.

7. BODIES:

- A) Bodies must be steel, body must have steel, quarters, doors and fenders, roof, hood, trunk to be used. No after market fiberglass bodies, body may be shorten or lengthen to match wheel base of chosen chassis. Bodies must be as close to stock appearing as possible. Body must match manufacturer to chassis, (gm to gm, ford to ford, ect..) OEM polyurethane front and rear bumper covers are approved with no weight penalty. The nose pieces will not include the hood and/or fenders. No mirrors allowed.
- B) All glass must be removed except the windshield. Clear Lexan may be used in lieu of standard glass. If Lexan is used, it must be a minimum of 1/8" thick. Three metal straps or braces 1/8"x1" must be installed on windshield (prefer inside). The straps must be bolted to the roof panel or roll bar at the top and dash panel at the bottom with 5/16" bolts. The straps must not obstruct the driver's vision. Five windshield clips 3" wide by 1" by 1/3" must be evenly spaced around the windshield to hold it in place. (Pop rivets may be substituted for clips). If a rear window is used, it must be made of clear Lexan and held in place with pop rivets. Lexan is allowed to quarter windows. No air deflectors on side windows.
- C) All burnable material must be removed.
- D) All holes in the front or rear firewalls and the floor must be covered with a minimum of 22 gauge sheet metal. Drivers must be completely sealed off from the engine, fuel cell and the Speedway surface. All gaps in the sheet metal must be covered.
- E) Doors and hood may be lightened. Doors must be welded or bolted closed. Other panels may be cut to install roll cage bars and fuel cell.
- F) If a unibody model is used, the two clips must be tied together, front to rear with 2"x3" square tubing minimum. Unibody chassis may fabricate rear clip but must use 2x3 .080 OR 2x2 .125 square tubing. All rear mounting points and spring locations must be OE location and design for the front stub used. Under slung rear tubing is permissible.

- G) All cars must have front and rear bumpers. Bumpers may be reinforced within confines and must be strapped to body.
- H) A non-adjustable rear spoiler, not exceeding the width of the body, 6" in height and 54" in width may be attached to the rear deck lid. (It is recommended that the spoiler be made of 1/4" clear Lexan). No rudders or forward brackets are allowed.
- I) Hooks suitable for towing must be welded to the underside of all 4 corners of the car.

8. SUSPENSION:

All suspension components must be OEM replacement, unless specified. No coil over shocks or springs.

A) Frame/sub-frame may be modified to lengthen or shorten. Full frame chassis must have the full frame to the rear kick up. Clip type chassis must have complete factory front kick up on both sides. Front spring pockets may be reduced to access spring.

B) Hiem joints are allowed on tie rod ends only..

C) Weight jacks allowed on all 4 corners.

D) Springs may be of any origin, but must be located in stock position and of O.E. diameter. No composite.

E) Locks and spacers must be fastened so as not to be dislodged in a crash.

F) Lowering blocks permitted.

G) OEM type ball joints may be interchanged. Ball joint placement may be used for alignment. Lower control arm length may not be modified.

H) Coil sprung chassis may alter rear suspension to 3 point with panhard bar, only by following these guidelines:

Upper link must be centered between frame rails. Must use urethane rubber or nylon bushing at each end.(No spring rods). Lower control arm mounting points may be changed. Rear spring location may be changed. Must use 5" minimum diameter spring in the rear for coil sprung chassis only.

I) Panhard bar must mount behind rear axle tube.

J) Front lower and rear end rubber bushings may be replaced with urethane or nylon. No steel, brass or aluminum. Upper front may use steel brass or aluminum.

K) Hubs and axles may be replaced with aftermarket steel only items. No gun drilled axles.

L) Lower front control arms may be interchanged, but must mount to original frame brackets. Upper front mount must be like OE design for

front clip used. Upper control arms may be tubular and have cross mounting shaft. Accept on strut style cars.

M) OEM spindles only: steering components must be OEM. : may use threaded tube or hex adjusters in place of stock toe adjusters.

N) All wheel studs must be a 5/8" minimum.

O) No remote adjustable sway bars.

9. REAR END:

A) Differential must be of passenger car or 1/2 ton pickup origin.

B) Must be production iron case and carrier.

C) Differential may be locked by welding or shimming. Full spools are approved.

D) Floater optional.

E) No rear camber.

F) No aluminum components.

10. BRAKES:

A) Four wheel brakes are mandatory.

B) Master cylinder may be of any origin and mount in any location, driver must not have the ability to adjust brake bias.

C) Proportioning valves for front to rear adjustment only are permitted. Proportioning valves may not be in the cockpit area.

11. ROLL BARS:

A) Round steel tubing 1-3/4"x.090 inch minimum seamless roll-over bars are required for the basic roll cage, and must be approved. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.

B) For approved location of the various roll bars, please reference the basic roll cage diagram (some bars have been removed for clarity).

C) A minimum of 3 door bars are required on the left side with 1 bar required on the right side. The left side door bars must curve out to the outermost part of the door design. It is suggested that a piece of 1/8" steel be welded to driver's door bars. The material should be placed between the door bars and the door skin and should cover the seat area. As an option, the material may be welded between the door bars. A dash bar connecting the front cage uprights is required.

D) All roll bars within the driver's reach, along with the steering wheel hub, must be padded acceptable to Tech Officials.

E) See last page for roll cage diagram.

12. FUEL CELL PROTECTOR BAR:

All cars must have a fuel cell protector bar installed at the rear of the fuel cell. The 13/4 inch diameter by a minimum of .090 inch thick bar or 2 inch square bar must be attached to the frame rails and extend down and across the bottom of the fuel cell with a center support bar that attaches to the rear frame cross member.

13. WINDOW SCREEN:

A nylon window screen must be installed in the left side door glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

14. FUEL:

A) The fuel shall be automotive gasoline only.

B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with anine, or its derivatives, nitro compounds or other nitrogen containing compounds.

C) The Speedway reserves the right to require all cars to use the same fuel.

15. FUEL CELL:

Tech Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines, or actuating mechanism will not be permitted, even if inoperable.

The use of a commercially manufactured fuel cell is mandatory. The fuel cell must meet the following requirements:

A) The normal fuel cell dimensions are 23-5/8"x8-7/8".

B) The maximum fuel capacity shall be 22 gallons.

C) No materials, other than the standard foam provided by the manufacturer, are permitted to make the fuel cell meet the 22 gallon capacity.

16. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The use of an approved fuel cell container is mandatory. The fuel cell must be encased in a container of no less than 22 gauge steel. The fuel

cell and fuel cell container shall be installed in accordance with the following requirements:

A) Fuel cell and fuel cell container must be fastened to the frame in a recessed support frame.

B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.

C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing not less than 2.

Lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1" square tubing with no spacers. A reinforced support frame must be constructed using 1"1"x.065 thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides, and under the fuel cell container.

D) A firewall of steel, not less than 22 gauge thickness must be located between trunk and driver and must be welded or steel pop riveted in place.

E) The bottom of the fuel cell must have a minimum ground clearance of 10".

17. WHEELS:

Only steel reinforced, heavy duty wheels permitted. All wheels must be 8" in width. Steel lug nuts only.

18. TIRES:

Only approved tires are permitted. Approved tires will be identified at the spring meeting of each year.

19. HELMETS:

It is recommended that all helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or the American Standards Institute, Inc. Must have a Snell M90 rating.

20. SEATS:

A) Only custom manufactured aluminum seats approved by Tech Officials are permitted.

B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.

- C) A padded head rest approved by Tech Officials is mandatory.
- D) Seat and seat belts must be mounted to the roll cage, not floor pan. Grade 8 bolts and large flat washers must be used.

21. SEAT BELTS AND SHOULDER HARNESS:

- A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts not less than 3/8" in diameter.
- B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. When the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.
- C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom.
- D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or padded to prevent cutting.
- E) All seat belts and shoulder harnesses must connect at the lap belt with a Tech Official approved quick release buckle.
- F) Seat belts must be dated by the manufacture and must not be used beyond 5 years after the manufacture date.

22. ELECTRICAL SWITCH LOCATION:

It is mandatory that a labeled on-off switch be located on the roll bar behind the driver's seat or in reach of the driver. The switch must be wired to the battery cable in a manner that would cut off all electrical power to the car.

23. STEERING:

- A) A steel quick release steering wheel is required.
- B) Center hub of steering wheel must be padded acceptable to Tech Officials.

24. WEIGHT SHIFTING DEVICES:

- A) No mechanical devices for shifting weight will be permitted inside of the driver's compartment.
- B) No hydraulic weight shifting devices are permitted at any time.

25. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-con-

trolled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

26. EXHAUST:

- A) All cars shall be equipped with exhaust systems, including mufflers with no leaks or holes.
- B) No car shall exceed 92 D.B.A. at 100 feet.

27. BATTERY:

Battery must be located under the hood or floor of the car. If located under the hood, the battery must have a suitable cover. No battery may be located forward of the front spindle or rearward of the rear end housing. Battery box will be 6 sided, securely fastened and not significantly bigger than the battery.

28. NUMBERS:

- A) A minimum 24" high, 3" wide number is required on the door area (and only on door area) of both sides of car and a minimum 30", three stroke number is required on the top of the car facing the right side.
- B) A minimum 8" high white number is required on the upper right corner of the windshield.
- C) Numbers will be assigned by the Speedway office (406) 257-7223 and must be renewed each year.

29 FIRE CONTROL:

- A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recommended that each car have a built-in fire extinguisher equipment, but cannot be of the dry powder type. ALL ENTRANTS SHOULD HAVE IN THEIR PITS AT ALL TIMES A FULLY CHARGED 15 POUND CAPACITY DRY POWDER FIRE EXTINGUISHER OR ITS EQUIVALENT, SHOWING CURRENT INSPECTION CERTIFICATE.
- B) It is mandatory that AT ALL TIMES driver's suits of fire retardant material that effectively cover the body from neck to ankles and wrists, fire retardant or leather gloves and fire retardant or leather shoes be worn on the racing surface. It is strongly recommended that at all times drivers wear at least a 4 layer driving suits made of fire retardant material that effectively covers the body. It is also strongly recommended that drivers wear long underwear, headgear and socks, made of fire-resistant material.
- C) It is strongly recommended that at all times, while the car is being

refueled or while fuel is being transported to and from the pit area, all crewmen involved should wear at least a 4 layer suit made of fire-resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves and shoes made of fire-resistant material, plus protective eyewear.

D) No antifreeze; No synthetic oils or additives

E) ALL SAFETY REQUIREMENTS ARE MANDATORY ON RACEDAY AND ANY PRACTICE DAY.

SUPER LATE MODELS

Drivers must be members 16 years of age or older, and registered as a Raceway Park Feature Division Driver. Drivers and crew members ages 14 thru 17 must have a parent or guardian sign a waiver to enter the pit area. Anyone entering the Pit Area must have a valid Pit Pass.

The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to speedway officials for a clarification.

1. COMPETING MODELS:

Raceway Park's Late Model races are open to eligible 1988 through current year models of American made passenger car production sedans.

2. APPROVED COMPETING MODELS:

BUICK: LeSabre, Regal-CHEVROLET: Monte Carlo, Lumina, Camaro-CHRYSLER: LeBaron-DODGE: Daytona (1989-1999), Avenger-FORD: Thunderbird, Taurus-MERCURY: Sable, Cougar-OLDSMOBILE: Cutlass-PONTIAC: Grand Prix, Firebird All other models must be submitted to official for approval.

3. GENERAL SPECIFICATIONS-all cars:

A) Wheelbase: 101" minimum

B) Tread width = Fabricated front clip coil over - 65"
Fabricated front clip big spring - 67"
Stock stub clip - 69"

Big Spring means 4-3/4" minimum diameter, front and rear.

Fabricated big spring cars with big springs front and rear will have out board mounted shocks. Stock stub cars will have big springs both front and rear, and the front springs will be in stock location.

C) Minimum weight with driver in normal position:

2950 lbs. steel heads

2900 lbs. Brodix aluminum heads

D) 58.0% maximum left side weight

E) Added weight must be in block form of no less than 5 lbs. Added weight must be securely bolted in place. Added weight must be painted white with car number in contrasting color.

F) Frame rail, sheet metal, front air dams and all suspension parts ground clearance is 4"

G) All cars must maintain a roof height of no less than 45", measured 10" behind the top of the windshield on the roof.

- H) Dry sumps are approved for use.
- I) Cold air boxes will be permitted on all cars.
- J) All cars will be required to own a AMB transponder. To purchase a transponder please contact Raceway Park for information. If you do not purchase a transponder you will be required to rent one from the speedway before competing. The hard-wired AMB transponder is recommended. Transponders must be mounted on the frame-rail behind the right rear tire with the numbers in the up-right position. If you have a transponder bracket from previous races at MTRWP on your car you may mount the new transponder in that location. If you have any questions about the transponder please contact the speedway.

4. ENGINE SPECIFICATIONS:

- A) V-8 engines only.
- B) Maximum of 360 cubic inches for GM and Ford. Maximum of 365 cubic inches for Chrysler.
- C) Must be make to make ex: GM to GM and Ford to Ford.
- D) Stock cast iron blocks only
- E) No roller or mushroom cams.
- F) Only solid steel connecting rods and crankshafts permitted
- G) No magneto, crank fire or computerized ignitions allowed. No adjustable timing controls permitted.
- H) Maximum lifter size .875 for GM & Ford. Dodge maximum .904

5. CYLINDER HEADS:

- A) O.E.M. Cast iron cylinder heads (chevy, ford, Chrysler)
- B) Also approved, bow-tie, Dart Iron Eagle 200,215, Dart Iron Eagle Platinum 200, Pro Top Line 200, 220 (Chevy), Brodix Spec Head Part #SP-CH/FO/MO (see rule 6 for details on Brodix Spec Head)
- D) Iron Eagle Dart 215 add 100 lbs; Pro Top Line 220 add 100 lbs.
- E) All ID markings in place and untouched.
- F) Approved valve angles for heads plus or minus 1 degree: chevy 23 degrees, ford 11 degrees, chrysler 15 degrees.
- G) No porting, polishing or changing intake or exhaust port angles, ports, (runners) must be as cast from manufacturer.
- H) Three angle valve ring is permitted.
- I) When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. Surfaces where the cutter or stone has touched must not be polished.
- J) Valve pocket line must be untouched and intact.
- K) No hand grinding or polishing is permitted on any part.
- L) All machine work must be done off the center of the valve guide.

6. BRODIX SPEC HEAD RULES

- A) Brodix Spec Head approved weight = 2900 lbs.
- B) Only part numbers - Brodix SP - CH / FO / MO - will be allowed
- C) All Spec heads will be supplied with CNC bowl blend and intake port matching.
- D) No grinding or blending of CNC work is allowed.
- E) No grinding or polishing of any kind is allowed anywhere on the castings.
- F) No use of any substance that may change or alter the shape or the size of ports or combustion chambers is allowed.
- G) A maximum valve size of 2.080 intake and 1.600 exhaust will be allowed for all Spec heads.
- H) Valve seats and guides are to remain as manufactured and in their cast positions.
- I) Valve angles are to remain as manufactured. The original seat center locations as provided by the head manufacturer may not be altered.
- J) No tapering or re-shaping of valve guides will be allowed.
- K) No titanium springs, steel only.
- L) Titanium valves approved.
- M) Cylinder heads may not be angle-milled. A minimum combustion chamber volume will be 60 cc.
- N) Minimum valve stem diameter is 11/32".
- O) Spec cylinder head serial numbers must remain on the head and may not be defaced or altered.
- P) No welding modifications are allowed to the original head castings.
- Q) All repairs made on Spec heads can only be done by Brodix. All repairs will be documented and certification of the repairs and work done to bring the head back to the original casting will be sent to Montana Raceway Park.
- R) To order contact Brodix at 479-394-1075 and mention Montana Raceway Park

7. INTAKE MANIFOLD:

- A) Aluminum or cast iron 4 barrel only(no 2 barrels allowed).
- B) No porting, polishing, grinding. Port Matching is allowed up to 5/8" on intake manifold.
- C) Must be as cast from manufacturer.

8. ENGINE LOCATION:

- A) All GM engines may be located so the center of the forward-most spark plug hole is a maximum of 2" rearward of the centerline of the upper ball joint. Ford and Chrysler engines may be located so the center of the forward-most spark plug hole is a maximum of 3" rearward of the centerline of the upper ball joint.

- B) On all engines, the center of the crankshaft must be within 1" of the centerline of the brake rotors. The engine may not be angled or tilted.
- C) A minimum of 10" from the center of the crankshaft to the ground must be maintained at all times.
- D) All engine mounts must be reinforced metal and non-adjustable.

9. CARBURETOR-Cast Iron Heads:

Any 4 barrel carburetor may be used with a stock cast iron head, flat tappet cam engine.

10. CARBURETOR SPACER AND GASKET

A) Only a one piece carburetor spacer, maximum one inch in thickness, acceptable to tech. The spacer opening must be perpendicular to the base of the carburetor with no taper or bevel. Outside configurations of the spacer must conform to the base of the carburetor. Only 2 paper gaskets (1 per side) maximum thickness .065" will be permitted.

11. CARBURETOR AIR CLEANER AND AIR FILTER:

A) Only a round dry air filter element maintaining a minimum of 12" and a maximum of 16" in diameter will be permitted. The air filter element must maintain a minimum of 1-1/2" and a maximum of 4" in height. All air shall be filtered through the element. The air filter may not be sprayed or soaked with any type of chemicals or liquids, K N filter element OK

B) No tubes, funnels, or any other device which may control the flow of air is permitted inside of the air cleaner or between the air cleaner and the carburetor.

12. TRANSMISSIONS:

A) A maximum of four, forward speed transmission is permitted, and a reverse gear must be in working order.

B) All cars must use a scattershield around clutch or converter, unless a Multi-disc racing clutch is used.

13. DRIVE SHAFTS:

A) Drive shaft and universals must be similar to standard production type. Only a one piece steel or aluminum drive shaft is permitted.

B) It is mandatory that two 360 degree solid steel brackets, no less than 2" wide and 1/4" thick, be placed around drive shaft (within 12" of each universal joint) and fastened to the floor or crossmember of the car.

C) All drive shafts must be painted white.

14. REAR AXLE:

A) Quick change center sections are optional.

B) Full floating rear axles are mandatory.

- C) Steel or Aluminum axle housing tubes are permitted.
- D) No cambered rear axle housings permitted.
- E) Aluminum or metal drive plates are permitted and drive plates must be one piece with a single internal spline. Grease fittings are not permitted on drive plates or axle caps.

15. BRAKES:

- A) Four wheel brakes are mandatory.
- B) Disc brakes must be equipped with solid steel rotors.
- C) Brakes must be solid mount.

16. CHASSIS-STOCK FRONT CLIP:

- A) Clips with straight frame rails must be intact to the lowest part of the rails. Clips with kicked-out frame rails (Chevelle, Monte Carlo etc.) must use enough stock rail to neatly match fabricated frame. Excessive trimming of rails, with the intention of lightening, will not be permitted. Any make of frame other than GM must be approved prior the and during construction. ASK FIRST!
- B) Front clip suspension must have at least 12" of stock frame horn ahead of the spindle center line.
- C) Front lower control arms must be stock without modification. Bushings and ball joints may be changed, so long as original dimensions are not changed. All suspension mounting points must be tubular steel unless specified. Minimum 5" diameter coil springs. Weight jack bolts permitted, but must be steel. Upper A-arms may be tubular steel and mounts may be relocated. Type of spindles and hubs optional. Type of sway bar optional. Solid three piece sway bars are allowed, but must be made entirely of steel, including brackets and arms. Use of rack and pinion is permitted.
- D) Main frame rail structure of chassis, defined as the primary structure to which roll cage members, major suspension components, engine, etc. mount, must be constructed of steel having a minimum perimeter dimension of ten (10)"(2"x3", 2-1/2" etc.) Main frame rail members shall be a minimum of .120" wall thickness in that portion of frame contained within the wheelbase. Sections extending from wheelbase constraints (front and rear "clips") must also be 10" perimeter members, but may be a minimum wall thickness of .080". If main frame rail members are 12" perimeter dimension or greater, (such as 3"x2"), the minimum wall thickness may be .080".
- E) Main frame rails or "clip" sections may not be pierced, drilled, or otherwise altered for purposes of reducing weight.
- F) Main frame rail members shall be configured so that side rails are located within the normal treadwidth area of car. Frame rails may not extend outside a longitudinal line projected between vertical surface of

wheels. Right side main frame rail may be of perimeter or "straight-rail" design. However, if left frame rail is straight, an approved structure must enclose the driver's area and be integral with roll cage and side protection roll cage members, constructed of minimum 1 3/4" O.D., .090" wall thickness tubing.

G) Independent front suspension of steel construction is mandatory, with articulated upper and lower control arms.

H) Weight transfer devices such as jacking bolts are permitted, however they cannot be adjustable by driver from inside of car.

I) Type of shock is optional, one per wheel. No remote control or remote reservoir shocks permitted.

17. CHASSIS-COIL OVER:

Offset frames (straight rail type) must meet the following requirements:

A) The front sub-frame must be manufactured similar in design and appearance to a standard passenger car frame. The rear sub-frame may be manufactured to extend beneath or on top of the rear axle tubes.

B) The side frame rails must not kick out more than 12" from the centerline of the drivetrain to either frame rail. Frame rails must maintain a minimum width of 40" and a maximum of 52" measured anywhere along the frame side rails.

Perimeter frames must meet the following requirements:

All frame rails must be parallel. Side rails must be inserted in standard rocker panels and must be a minimum 2" in width by 3" in height and must have a minimum wall thickness of no less than .120 inch. The maximum distance when measured from outside of the left side frame rail to the outside of the right frame rail will be 60". The minimum distance when measured to the inside of the left side frame rail is 56". A minimum of 8" and a maximum of 14" is permitted for the side rail kickout, measured from the outside of the front sub-frame to the outside of the side frame rail. A maximum of 2 inches offset is permitted. Rocker rails must be a minimum 2" in width by 3" in height and a minimum wall thickness of no less than .083 inches. The front sub-frame assembly with front or rear steering is permitted.

Coil over springs must meet the following requirements:

A) Front coil over springs must mount to lower A-frame.

B) Strut bars will not be permitted for mounting of coil overs.

C) Rear coil overs must be mounted either inside or outside on rear trailing arms or to brackets on the rear axle housing.

All A-frames and ball joints must be approved:

- A) A-frames must have a stock appearance.
- B) Upper and lower A-frames may be altered for tire clearance.
- C) The distance from the centerline of the tread width, front] and rear to the mounting points of the lower control arms, left and right, must be within 2 inches on tour cars only.

All coil over frames must be constructed with .120 inch thickness steel box tubing with a minimum of 2 inches wide and 3 inches high. All frame components must be made of steel and welded.

18. ROLL BARS:

- A) Round steel tubing 1 3/4"x.090 inch minimum seamless roll-over bars are compulsory for the basic roll cage, and must be approved. Aluminum and/or other soft metals are not permitted. Roll bar connectors must be welded.
- B) For approved location of the various roll bars, please reference both the basic roll cage diagram.
- C) A minimum of 4 door bars are required on driver side of car. A wing window bar is also required.
- D) All roll bars within the driver's reach, along with the steering wheel hub, must be padded acceptable to officials.

19. FUEL CELL PROTECTOR BAR:

All cars must have a fuel cell protector bar installed at the rear of the fuel cell. The 1 3/4 inch diameter by a minimum of .090 inch thick bar must be attached to the frame rails and extend down and across the bottom of the fuel cell with a center support bar that attaches to the rear frame cross member.

20. BODIES:

- A) No down-force bodies or panels allowed
- B) Templates will be used to check any cars which have questionable body dimensions or configuration. Official's decision is final.
- C) All cars will have full fire walls around driver, steel to the lower right, behind driver's seat and complete foot-box, including fuel cell compartment wall of steel no less than 22 gauge. Rest of interior can be aluminum.
- D) Doors must be the same size and configuration as a stock production door.
- E) When cutting the fenders or quarter panels for tire clearance, the original tire opening contours must be followed. Tire and wheel must remain inside the body.
- F) Hood must have positive fasteners, right side, center and left side. No holes for cooling. Maximum hood scoop or bubble is 2.5". An opening

2 1/2" by 20" may be cut behind the air cleaner to allow fresh air to the carburetor. A deflector will be permitted directly under cowl opening. The deflector must be made of aluminum and be 2" down, 2" forward and 20" in width.

G) All roofs must be the same size and shape as a stock production roof.

H) The rear deck lid must remain the same dimensions and body lines as a standard production car. The deck lid must be able to be opened for inspection purposes.

I) Bumper panels must be installed in the standard location for make and model. Steel tubing must be used to reinforce the front and rear bumper panels. The tubing must not be exposed. The rear bumper panel must be solid with no holes.

21. WINDSHIELD:

A clear Lexan windshield may be used in lieu of standard glass. The windshield must be a minimum of 1/8" thick and have a minimum of 3 metal straps or braces 1/8"x1" installed inside the windshield. The straps must be bolted to the roof panel or roll bar at the top and dash panel at the bottom with 5/16" bolts. The straps must not obstruct the driver's vision. Windshield clips 3" wide by 1" by 1/8" must be installed. Three clips will be bolted to the top of the car and extending over the edge of the windshield. Two clips must be bolted to the cowl and extending over the bottom of the windshield. Clips must be spaced a minimum of 12" apart. In lieu of clips, windshields may be safely pop-riveted or bolted in place.

22. REAR WINDOW:

Only clear Lexan glass is to be used in the rear window opening. No tint permitted. The rear window must be secured with a minimum of 2 metal straps not less than 1/8" thick by 1" wide, evenly spaced, and bolted to the roof at the top and deck support panel at the bottom.

23. WINDOW SCREEN:

A nylon mesh window screen must be installed in the left side door glass opening. The minimum window screen size shall be 22" wide by 16" high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type lever.

24 SPOILER:

A spoiler must be attached to the rear deck lid. All cars will be allowed to use a rear spoiler not exceeding 6 1/2" in height and not more than 60" in width, and must attach to the rear of the car. The spoiler must maintain the

same contour as the car. Spoilers must be 1/4" clear Lexan and control the flow of air over 1 surface only. No rudders or forward mounting brackets are allowed. Spoiler will be measured 42" from ground to top-center.

25. FUEL:

- A) The fuel shall be automotive gasoline only.
- B) The gasoline shall not be blended with alcohol, ethers, or other oxygenates and it shall not be blended with aniline, or its derivatives, nitro compounds or other nitrogen containing compounds.
- C) The Speedway reserves the right to require all cars to use the same fuel.

26. FUEL CELL:

Officials will reject any previously approved fuel cells, containers, or check valves which appear to be damaged, defective, or do not function properly. Fuel cell vent check valves are compulsory. No pressure systems allowed. Any concealed pressure type containers, fuel lines, or actuating mechanism will not be permitted, even if inoperable. The use of a commercially manufactured fuel cell is mandatory. The fuel cell must meet the following requirements:

- A) The normal fuel cell dimensions are 32-5/8"x8-7/8".
- B) The maximum fuel cell capacity shall be 22 gallons.
- C) No materials, other than the standard foam provided by the manufacturer, are permitted to make the fuel cell meet the 22 gallon capacity. The use of an approved fuel cell container is mandatory. The fuel cell must be encased in a container of no less than 22 gauge steel.

27. FUEL CELL AND FUEL CELL CONTAINER INSTALLATION:

The fuel cell and fuel cell container shall be installed in accordance with the following requirements:

- A) Fuel cell and fuel cell container must be fastened to the frame in a recessed support frame.
- B) Fuel cell and fuel cell container must be installed as far forward as possible in trunk compartment.
- C) Fuel cell and fuel cell container, installed in trunk compartment, must be secured with steel tubing not less than 2 lengthwise and 2 crosswise evenly spaced across the top. Tubing must be made of 1"x1" square tubing bolted with no spacers. A reinforced support frame must be constructed using 1"x1"x.065" thick square steel tube. The support frame must be constructed using 2 tubes that are welded to and extend from the left side to the right side frame rails. Three tubes must be equally spaced across the fuel cell container. These tubes must be welded to the cross support tubes and extend down the front sides, rear sides and under the fuel cell container.

D) A fire wall and footbox of steel, not less than 22 gauge thickness must be located between trunk and driver and must be welded or steel pop-riveted.

E) The bottom of the fuel cell must have a minimum ground clearance of 10".

28. FUEL LINES AND FUEL PUMP:

The following requirements must be met:

A) Only 1 fuel line permitted from fuel cell to fuel pump.

B) Fuel lines from fuel cell to carburetor may be relocated to prevent vapor lock, but must remain under floor of car unless otherwise approved. Line may be replaced with neoprene hose not to exceed 1/2" diameter. When the fuel line runs through the right side of the driver's compartment, it must be enclosed in a steel tube.

C) Electrical fuel pumps are not permitted.

D) Only mechanical fuel pumps in stock location permitted.

29. WHEELS:

A) Only 15" diameter steel wheels with a 10" rim width and a reinforced center are permitted.

B) All 4 wheels must maintain the same width and four cars the same offset.

30. TIRES:

Must qualify, start, and finish, on tires purchased only at RWP (Price to be determined at the start of each season).

NO TIRE SOFTENING

31. HELMET:

It is recommended that helmets meet the specifications set forth in the Federal Motor Vehicle Safety Standard Regulations or the American National Standards Institute, Inc.

32. SEATS:

A) Only custom manufactured approved aluminum seats are permitted.

B) It is recommended that all seats have padded rib protectors and seat leg extensions on both sides.

C) A padded, approved head rest is mandatory.

33. SEAT BELTS AND SHOULDER HARNESS:

A) A quick release lap belt no less than 3" wide is compulsory. Both ends of the lap belt must be fastened to the roll bar with high quality bolts, not less than 3/8" in diameter.

B) Shoulder harness must be no less than 3" wide and must come from behind the driver's seat. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. Shoulder harness inertia reels cannot be used.

C) A center (crotch) belt must be securely mounted to the lower seat frame at the bottom.

D) Where the belt passes through the seat edges, it must have a grommet installed, be rolled, and/or passed to prevent cutting the belt.

E) All seat belts and shoulder harnesses must connect at the lap with an approved quick release buckle.

F) Seat belts must be dated by the manufacture and must not be used beyond 5 years after the manufacture date.

34. ELECTRICAL SWITCH LOCATION:

A labeled on-off switch must be located on the roll bar behind the driver's seat or in reach of the driver. The switch must be wired to the battery cable in a manner that would cut off all electrical power to the car.

35. WEIGHT SHIFTING DEVICES:

A) No mechanical device for shifting weight will be permitted inside of the driver's compartment.

B) No hydraulic weight shifting devices are permitted at any time.

36. ACCESSORIES:

Race cars will not be permitted to carry onboard computers, micro-controlled processors, recording devices, electronic memory chips, digital readout gauges or traction control devices.

37. MUFFLERS:

All cars shall be equipped with exhaust systems, including mufflers, with no leaks or holes. No car shall exceed 92 D.B.A. at 100 feet.

37. NUMBERS:

A) A minimum 24" high, 3 stroke number is required on the door area (and only on door area) of both sides of car and a minimum 30", 3 stroke number is required on the top of the car facing the right side.

B) A minimum 8" high white number is required on the upper right corner of the windshield.

38. FIRE CONTROL:

A) Race cars must have fire extinguishers securely mounted within reach of the driver. This extinguisher must be mounted on a metal mounting bracket (no extinguisher may be taped to roll bars). It is strongly recom-

mended that each car have built in fire extinguisher equipment, but cannot be of the dry powder type. All entrants should have in the pits at all times a fully charged 15 pound capacity dry powder fire extinguisher or its equivalent, showing current inspection certificate.

B) It is mandatory that AT ALL TIMES driver's suits of fire retardant material that effectively cover the body from neck to ankles and wrists be worn on racing surface. It is strongly recommended that at all times drivers wear at least 4 layer driving suits made of fire-retardant material that effectively covers the body. It is also strongly recommended that drivers wear long underwear, headgear, socks, gloves and shoes made of fire-resistant material.

C) It is strongly recommended that at all times, while the car is being refuelled or while fuel is being transported to and from the pit area, all crewmen involved should wear at least a 4 layer suit made of fire-resistant material that effectively covers the body. It is also strongly recommended that the crew members wear long underwear, headgear, socks, gloves, and shoes made of fire-resistant material, plus headgear and protective eyewear.

Approved Crate Engines

- A. GM part number 88958604
- B. Ford part number M-6007-D347
- C. Dodge part number P5007958

1. The engine seals must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at Raceway Park. The penalty for anyone tampering with the seals, modifying any engine part or changing the parts from stock as delivered from the factory will be subject to expulsion from racing at Raceway Park for the remainder of the season.

3. Raceway Park officials reserve the right to impound and or replace any competitors crate engine at any time.

4. Engine may be purchased from any GM, Ford or Dodge dealer. Raceway Park must have a copy of invoice with serial number and inspect prior to racing.

5. Serial number must remain on engine. No grinding or polishing of any kind is allowed anywhere on the castings.

6. Factory seals must remain on engine.

7. No modifications what so ever.

8. No use of any substance that may change or alter the shape or size of ports or combustion chambers.

9. All crate engines must use "Box Stock" 650 cfm Holley 4150 HP # 80541-1. Track Officials reserve the right to and will exchange any competitor's carburetor at any time.

10. Choke may be removed, throttle shaft may be welded.
11. Only One Part # BRP 372, one inch, thick open hole Carburetor Spacer allowed. No other adapters or spacers.
12. O.E.M. distributor complete as supplied with engine, no aftermarket module, cap, or coil. Vacuum advance maybe locked out or removed. Advance weights must remain as supplied.
13. Oil cooler allowed.
14. Water pump must be cast iron only. No electric cooling fans or pumps.
15. Fuel pump must remain in stock position, Carter or Holley mechanical pump allowed. No electric fuel pump allowed.
16. Only two valve cover breathers, no evacuation system allowed.
17. Raceway Park must authorize any repair(s).
18. 2007 weight rule for Crate Engines = 2750 Pounds. (May be adjusted after further testing)
19. Illegal parts will be confiscated. Fines and suspensions will be levied.
20. Major infractions (i.e. Cylinder head modifications, cubic inches, bore and stroke, camshaft, carburetor. Disqualification for the remainder of the year, loss of any point monies, contingencies. For car, owner, and driver.
21. All other Late Model Rules Apply.

REPAIR and REBUILD PROGRAM

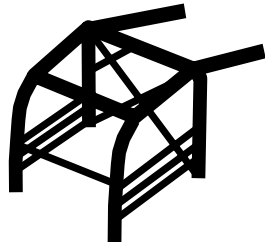
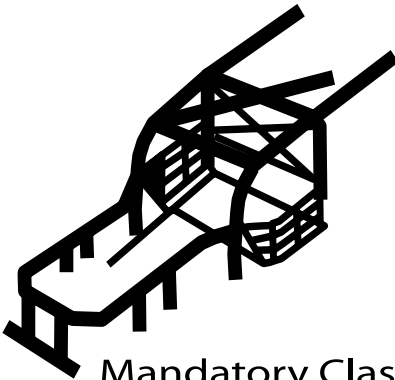
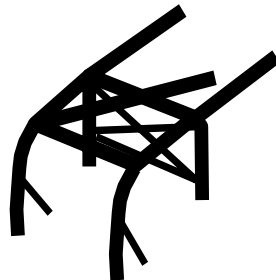
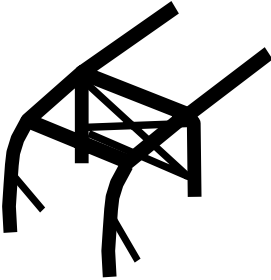
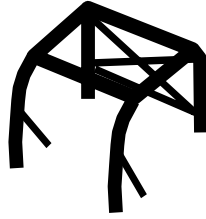
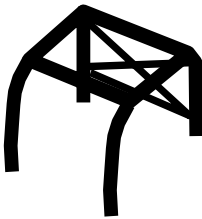
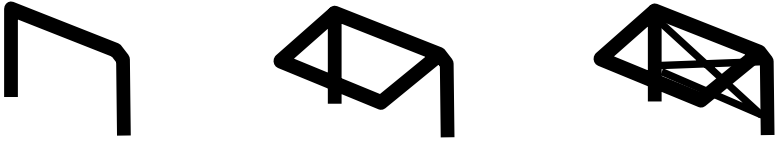
1. Raceway Park will coordinate the repair and rebuild program for any Sealed Engine. All repairs and rebuilds must be approved and documented by the speedway prior to any work on the engine. The engines will be repaired or rebuilt according to the manufacture performance guidelines provided by them to the track's official engine repair and rebuild shop. The engine may be tested and sealed at the track's official engine shop prior to its return to the owner.

The absence of a specific rule does not imply approval, consent or permission regarding that subject. Any questions or doubts regarding such matters should be directed to speedway officials for a clarification.

ALTHOUGH EVERY EFFORT HAS BEEN DIRECTED TOWARD COMPLETE, UNDERSTANDABLE, AND CORRECT RULES, AS WELL AS THE SAME FACTORS IN PUTTING THEM INTO PRINT, RACEWAY PARK OFFICIALS CANNOT POSSIBLY ANTICIPATE EVERY SITUATION, CIRCUMSTANCE, OR INTERPRETATION. RACEWAY PARK RESERVES THE RIGHT TO INSPECT, TECH, OR "TEAR DOWN" ANY COMPETING CAR AT ANY TIME REGARDLESS OF FINISHING POSITION.

Example in Building a Roll Cage

1 3/4" O.D. black pipe minimum of 1.25" wall thickness,
or 1 3/4" O.D. seamless .095" wall thickness



(Bomber)

Mandatory Class Rules