

FONDA SPEEDWAY

OFFICIAL RULE BOOK

Rev2. 3/09

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|--|-----------|
| <u>PREFACE.....</u> | <u>3</u> |
| <u>MODIFIED-358's-SPORTSMAN.....</u> | <u>4</u> |
| <u>SECTION A – MANDATORY SAFETY RULES FOR MODS, and</u> | |
| <u>SPORTSMAN.....</u> | <u>4</u> |
| <u>SECTION B – MODIFIED STYLE BODY.....</u> | <u>8</u> |
| <u>SECTION C – CHASSIS SPECIFICATIONS FOR MODIFIEDS, AND</u> | |
| <u>SPORTSMAN.....</u> | <u>13</u> |
| <u>SECTION D – MODIFIED ENGINE SPECIFICATIONS.....</u> | <u>21</u> |
| <u>SECTION E – 358-MODIFIED ENGINE SPECIFICATIONS.....</u> | <u>23</u> |
| <u>SPORTSMAN.....</u> | <u>25</u> |
| <u>SECTION F SPORTSMAN ENGINE SPECIFICATIONS:.....</u> | <u>25</u> |
| <u>PRO STOCK.....</u> | <u>29</u> |
| <u>SECTION G PRO STOCK DIVISION RULES:.....</u> | <u>29</u> |
| <u>STREET STOCK.....</u> | <u>44</u> |
| <u>SECTION H – STREET STOCK DIVISION RULES.....</u> | <u>44</u> |
| <u>GENERAL RULES ALL DIVISIONS.....</u> | <u>49</u> |
| <u>SECTION I- PROCEDURAL RULES.....</u> | <u>49</u> |
| <u>SECTION J – FLAG RULES:.....</u> | <u>51</u> |
| <u>SECTION K – HANDICAPPING.....</u> | <u>54</u> |
| <u>SECTION L – POINT BREAKDOWN.....</u> | <u>55</u> |
| <u>SECTION M – MEMBERSHIP LICENSE.....</u> | <u>56</u> |
| <u>SECTION N – PROTESTS.....</u> | <u>56</u> |
| <u>SECTION O – APPEALS.....</u> | <u>57</u> |

FORWARD

Fonda Speedway officials attempt to be fair and maintain consistency with application of these rules. Our objectives are fairness and safety. Every organization, to be successful, must have good rules and enforce them fairly. Cooperation of officials and competitors will assure our sport a bright future.

PREFACE

These Fonda Speedway rules supersede the 2004 DIRT rulebook, as amended by Fonda Speedway, and shall remain in effect until they are superseded by the rules contained in the next annual Fonda Speedway Rule Book update. Fonda Speedway management reserves the right to amend and change any rule during the current year.

The rules and regulations set forth above are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and, by participating in these events all participants are deemed to have complied with these rules. No express or implied warranty of safety shall result from publications of, compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

Fonda Speedway officials reserve the right to reject any entrant for any reason they deem necessary. All participants are to conduct themselves in a manner that reflects favorably on the sport at all times. All fines, and/or suspensions will be in effect at all Fonda Speedway sanctioned race events. Fonda Speedway officials, at their professional discretion, shall determine the interpretation and invoking of the rules published herein.

Any deviation from rules, specifications, car weights and engine parts will be subject to the approval of Fonda Speedway management, however, should any approval prove to be an unfair advantage to the overall competition, Fonda Speedway reserves the right to rescind any approval it might have given within one week's notice.

The competition director and technical staff will have the final say of all technical legalities of the night's events upon completion. Fonda Speedway management reserves the right to disqualify a car and/or driver based on the night's events in accordance with rules and proper racing procedures.

MODIFIED-358's-SPORTSMAN

SECTION A – MANDATORY SAFETY RULES FOR MODS, and SPORTSMAN.

These rules are mandatory and will be strictly enforced.

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

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal sidebars on each side are mandatory. The topside bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum of 1 ½ " diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension. Only two roll bar diameters will be allowed. Roll bars of 1 ¾" diameter will require a minimum of .095" wall thickness. Roll bars of 1 ½" diameter will require .120" wall thickness.
3. A minimum clearance of 1 ½" is required between the top of the normally seated driver's helmet and the underside of the horizontal roll cage bars.
4. Shock resistant roll bar padding must fully cover all bars that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is recommended that this padding be flame retardant.

5. Driver's seat must be securely fastened to frame or cage in six spots, with a minimum of six (6) 3/8" bolts, four (4) on bottom and two (2) on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. The seat must be one-piece high back type only. The seat must be made of aluminum only (no fiberglass). Seat and steering must be centered in frame.
6. All cars must have a functional padded headrest, which must be in line with center of driver's head, if not built into the seat.
7. All cars must be equipped with 5-point seat belts to SFI 16.1 specifications. Belts older than 36 months (from the date of manufacture) will not be permitted. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. The sternum shoulder harness is highly recommended.
8. Seat belt webbing that comes into contact with any sharp or any metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of one-eighths inch smooth radius will not require vinyl trim.
9. All drivers must wear a 2000 or newer SNELL approved full-face helmet and clean one piece SFI drivers suit, underwear, head socks, gloves, foot socks and shoes to SFI specification. Note: Arm restraints, and a neck brace are highly recommended.
10. All cars must have a full steel windscreen of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen, enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.
11. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's headrest, which prohibit the passage of the inspection box through the cockpit, must be removed.
12. All cars must have a drive shaft cover. All cars with open drive shafts must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the

transmission, covering the shaft and “U” joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four (4) 3/8” diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.

13. Two steel safety rings diameter to suite x 1/4” wall thickness x 2” long, each fastened by two 3/8” grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.
NOTE: Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from “U” joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver’s compartment must have a steel cable (1/4” in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. It is also recommended that all these parts have no sharp edges and are padded.
14. Firewalls, both front and rear are mandatory. The rear firewall must extend from top of the fuel cell to belly pan to isolate the driver from the fuels cell. Minimum .050” thick aluminum or steel only. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must isolate driver from the engine compartment.
15. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver’s feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from the front firewall past front of edge of the seat.
16. All crews must carry an operable fire extinguisher of 20 pound in the rear of their transporters, capable of extinguishing gas and oil fires. On board “flame-out” systems fitted in the racecar are recommended.
17. Battery must be properly secured and must have top and terminals completely covered by rubber. NOTE: It is recommended that battery be mounted outside of driver’s compartment, and that a battery shut-off switch be mounted and marked on/off with a bright colored paint. The switch should be clearly visible, and easily accessed by the safety crew.
18. All cars must have an ignition switch which is easily accessible within the driver’s compartment. The ignition switch should be marked ON/OFF with a bright colored paint and be clearly visible and easily accessible to the safety crew.
19. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint.

20. Fuel lines, power steering lines, and fittings running through the driver's compartment must be made of an approved braided type line only. No plastic or glass fuel filters allowed. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
21. All cars must have four (4) wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.
22. Rear wheels must have a minimum of five (5) lug nuts. A minimum of three (3) lug nuts is required on front wheels only. No knock off hubs on any wheel allowed.
23. All cars must be equipped with a fuel cell with a maximum capacity of 24.5 U.S. gallons. No pressure tanks are allowed on fuel systems. The fuel tank must be rectangular or square in shape on all sides with no protrusions, to allow for the measurement of fuel capacity. Tank panels may not be bowed out or bellied to increase capacity. Tanks may not be altered in any way so as to increase fuel capacity. Cell must be fully encased in a steel container with a minimum thickness of 20-gauge. An optional aluminum container may be used with a minimum thickness of .060". The cell must be fully foamed with just a minimal cutout for filler. Cutout may be no larger than 6" wide by 10" long by 7" deep. Fuel lines must siphon from the top only. There must be a one-way safety valve in the vent line. Fuel tank must be mounted behind driver. Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1" wide) and bolted with at least 5/16" diameter grade five (3 line) bolts. Fuel cells should be to SFI 28.1/. 2 No fuel cell bladders may be older than 5 years from date of manufacture.
24. A horizontal bar with minimum dimensions of 1" by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.
25. Exhaust headers must be safe for the driver and exit past the driver's seat. NOTE: all exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.
26. No mirrors or reflecting devices allowed.
27. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
28. A minimum of two (2) throttle return springs and a steel toe loop on gas pedal are required.
29. No racing fuel in drums may be brought on to track premises.
30. No oil cooler may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.

- A) Oil coolers may be no further forward than the centerline of the rear axle. It is recommended that the cooler be horizontal, flush with a cut out in the deck.
- B) Oil coolers with a duct covering them on both sides and the rear may be mounted further forward than the centerline of the rear axle.
- C) Oil coolers may be mounted under the hood ahead of the motor.

SECTION B – MODIFIED STYLE BODY

Rules apply to Modified, 358-Modified and Sportsman classes.

ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND/OR WITH OR WITHOUT FUEL. Tolerance permitted on all body dimensions is maximum 1/2". This is a tolerance not a dimension to be added to the body dimensions.

BODY MATERIAL ALLOWED:

1. Only aluminum or steel will be allowed for all inner and outer body panels. The roof must be fiberglass only. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum. Only clear lexan will be allowed for the rear spoiler and the rear wing windows.

ROOFS

1. Roof must be centered from side to side on roll cage and also be centered on frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". Must display a turtleback style and shape. The roof contour must fit roof template patterns left to right and front to back (NO FLAT ROOFS).
3. Roofs cannot change shape or location while racing.
4. Overall height (top of highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees with no deflections in roof contour.
5. All roofs must be one-piece fiberglass only and be a single ply, one contour inside and out. Not carbon fiber. Roll bars must be exposed

from any angle. No vertical metal used to mount roofs will be allowed covering the roll bars. Roof must be a minimum of ten pounds.

FRONT DOOR

Doorposts must be 2" wide x 3/8" from the side view from the roof all the way down to the door. The posts must be flat, no angle shape or round tubing will be permitted. No lexan vent windows or excessive sheet metal will be allowed in the vent corner where the post meets the door panel. Posts must be made from folded metal of minimum 0.040" and maximum 0.090". No solid doorposts permitted. Doorposts must attach securely to metal roof structure.

REAR WING WINDOWS:

1. All rear wing panels and windows must resemble a current OEM body style. Left and right must be of the same style. Name of the body style picked must match the wing window design and be lettered as such on the front center of the roof. All window styles must be, at least 10" tall x 16" long, clear, smooth lexan with no bends or breaks. No writing or decals allowed on the wing windows.
2. Rear view of the wing window must go in a straight line from top or quarter panel or bodyline to the roof with a maximum gradual deflection of 2" in the center of wing window. Side view of the rear wing window must extend from the roof to the rear top of quarter panel in a straight line or in accordance with the window style chosen. A maximum of 3" higher than the rear deck height at that point will be allowed.

BODY WIDTH AND GROUND CLEARANCE:

1. Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum. Minimum body and chassis ground clearance 2 1/2". No fan or ground affects cars. No rubber skirts, fins, or spoilers are permitted under the car.

DOOR PANELS:

1. Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Doors must be straight up and down within that measurement. Front door extensions will be allowed up to 20" behind the front axle centerline. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline. Ground clearance on the bottom of the doors and rear

quarter panels may have a maximum lip of 1 ½” rounded at 90 degrees and facing inward only, on the top and the bottom. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 degrees, protruding away from the door no more than ½” and no more than 1” in length before it bends inward for strength will be allowed.

REAR QUARTER PANELS:

Rear quarter panels must match each other. They must be a maximum of 45” and a minimum of 40” from the ground at the rear and continue in a straight line with top of door. You may use a fender flare, up to a maximum of 2 “ from the body but overall body width must still be maintained at a 68” maximum. Rear quarter panels can extend back to 48” maximum at top and may inclined down to 4” maximum at bottom measured from center of rear axle to rear of car. Ground clearance on rear quarter panels must be a minimum of 8” and a maximum of 16”.

REAR SPOILER:

The rear spoiler must be clear lexan with a maximum height of 5” from the rear deck and must not have any writing or stickers on it. The rear spoiler must be non-adjustable (no hinges or slides). No metal Gurney tabs permitted. Lexan may be pleated for rigidity.

Spoiler maximum height from ground is not to exceed 50”.

A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2” in the vertical height and 10” in length.

REAR DECK:

1. Must be a maximum height of 45” and minimum of 40” from the ground. Rear deck lid (i.e. truck lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9” and a maximum of 14” in vertical coverage behind the fuel tank. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9” to 14” of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.

2. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings. No openings from top of fuel cell to bottom of trunk lid are permitted.
3. Any vent line nozzle used for a catch can purposes must be mounted on the left side quarter panel only. No crewmember will be permitted behind the car during pit stop refueling.

HOOD, NOSE, AND FRONT SPOILER:

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 2". The nosepiece shall end at the front of the shock towers. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum. Fabric shock covers are allowed as long as they are used for the prevention of dirt getting at shock piston and not used for any aerodynamic advantage. The front spoiler may not extend any more than 20" in front of the front axle centerline. The front spoiler must be non-adjustable (no hinges or sliders). Hood shall be considered from the front roll cage to on top and even with the front of the radiator. Nosepiece shall start where hood ends to a maximum of 20" in front of front axle centerline. They all may have 2" maximum lips up or down on both sides following the contour of the body. The hood, nose, and spoiler may not overlap each other's location on the frame. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose. Hood must extend over the radiator and have complete sides.
2. Front windshield opening: for the optional ram air style scoop, a 10" vertical measurement from lowest point of roof or roll cage to highest point on hood (including the hood scoop) is required. For the conventional type scoop an 8" vertical measurement will be required.

HOOD SCOOP:

1. An optional hood scoop mounted on top of the hood for the purpose of enclosing the carburetor or ram air will be allowed providing they meet the following specifications. Both style scoops may use fiberglass. The option of keeping the hood fully enclosed will also be allowed.
2. Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 10" of vertical vision for the driver. This measurement will be taken

from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter. A tolerance of 1/2" will be allowed on all these dimensions.

3. Conventional no ram air scoop: a maximum of 25" is allowed from center of the carburetor forward. The width allowed is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage.

Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only. No inside or outside wings, spoilers, airfoils, or wind deflectors are allowed on long or short tracks. No double panels will be allowed that creates a wing effect. A 1" maximum reinforced lip will be allowed on all lexan, but all allowable measurements must still be maintained. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are allowed in this area.

1. No vertical fins, air dams, or fairings allowed on the sides or behind the roll cage. Sheet metal must be a flat single plane across the inside of the car. No covered roll bars for aerodynamic purposes are allowed. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess. No louvers or hoes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
2. The floor pan or under pan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

NUMBERS:

1. Track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" high for the rear deck and nose. All numbers and letters must be or equal size and painted or decaled.
5. If numbers "3", "6" or "9" are used to make sure they are distinguishable. Nerf bars much not block visibility of number.

SECTION C – CHASSIS SPECIFICATIONS FOR MODIFIEDS, AND SPORTSMAN

FRAME:

1. Only 2x4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2x4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be allowed. All tubing allowed for the frame rails must be either 1 1/2" diameter by .095" wall or 1 3/4" x .095" wall.
2. Frame width shall be as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
3. Minimum length of the 2x4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equal-distant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be allowed at 4" maximum indent for suspension clearance, and the tow upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
4. Titanium or carbon fiber materials are not allowed on the chassis.

ROLL CAGE:

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal sidebars on each side are mandatory. The topside bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. It is highly recommended that all roll bar bracing be a minimum of 1 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.

2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2x4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
3. Only two roll bar diameters will be allowed. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter will require .120" wall thickness.

SEAT:

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

RADIATOR:

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

ENGINE:

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

TRANSMISSION:

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

2. Car must have only one 12v battery and a self-starter in good working order. The car must start and move under it's own power.

DRIVELINE:

1. No chassis, driveline or suspension components made of carbon fiber allowed. Only two (2) universal joints per driveline. A driveline shield and front and rear steel safety rings are mandatory.

REAR END:

1. Competition rears only. No hypoid type rears allowed. No limited slip type rear ends or hubs are allowed. Rear end must have solid aluminum or steel spool only. Rear spindles may be steel or aluminum only. If aluminum it must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and a maximum inside diameter of 2 1/2". Live rear ends with aluminum or steel axles are allowed. They rear end or chassis must not be offset any more than 4" from center of the inside tire width, measured from the inside of the left rear tire to the inside of the right rear tire, at axle height.
2. Sportsman division: Must use conventional quick-change rear end only. Axles on closed rear must be steel only.

FRONT END:

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

WHEELBASE AND TREAD:

1. Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".
2. Modified and 359-modified tread width: front – maximum 86", minimum 74". Rear tread – maximum 86", minimum 80".
3. Sportsman tread width: front – maximum 86", minimum 74". Rear – maximum 86", minimum 74".

4. All width measurements will be taken from the outside of the tire wall at axle height with a maximum tolerance of 1/2”.

CHASSIS GROUND CLEARANCE:

1. There must be a minimum of 2 1/2” ground clearance from the chassis or anything attached to it, including any part of the body. No metal, lexan, or rubber air dams, fins, spoilers, or skirts are permitted under the car. No ground affects cars.

SUSPENSION:

1. No independent suspensions front or rear. No “A” frames or ball joints may be utilized for steering axis (kingpin only). No four wheel steering allowed that is actuated by steering wheel. All suspension systems must be mechanical with no form of electrical, radio, or computer assistance. No form of traction control is permitted.
2. Sportsman division: No weight-jackets or pan hard rod adjusters that can be adjusted from the car allowed. Cantilever suspensions and inboard shocks are not allowed. No sway bar adjustments that increase wheel weights from the cockpit. Sway bar quick disconnects are allowed.

SPRINGS:

1. Any form will be allowed (torsion bars, coil-overs, leaf springs, etc.) provided they are made from steel. No carbon fiber or titanium is allowed.

SHOCKS:

1. Only one shock per wheel. No titanium.
2. Sportsman division: No cockpit adjustable shocks allowed.

BRAKES:

1. All cars must have four-wheel hydraulic brakes in good working condition. No carbon fiber, titanium or aluminum rotors and pads are allowed. On live rear axles, one inboard and one outboard brake assembly is allowed. Brake tests may be conducted throughout the year.

FRONT BUMPER:

1. Must be made from round steel tubing only, with a minimum diameter of 1 ¼" by .095 wall thickness for main bumper and all bracing. It must consist for two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper. The front bumper may not extend more than 24" in front of front axle center centerline.
2. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have all rounded ends and no sharp edges.
3. It is recommended that bumper sockets have a cuff or sleeve welded to the bumper tube to prevent pins from shearing.

REAR BUMPER:

1. Must be made of round steel tubing only, with a minimum diameter of 1 ½" by .095" wall thickness for main bumper and all bracing. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86". The rear bumper or any sidebars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18" center measured from the ground up to middle of bumper. The rear bumper may not exceed 52" in back of rear axle centerline.
2. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper. Bumper must have all rounded ends and no sharp edges.
3. It is recommended that bumper sockets have a cuff or sleeve welded to the bumper tube to prevent pins from shearing.

RUB RAILS:

1. Must be made of round steel tubing only, with a minimum diameter of 1 ½" by .095" wall thickness. All bracing must also be a minimum of 1 ½" outside diameter by .095" wall thickness. Maximum wall thickness

must be .095" with no solid bars or ballast added inside. Rub rails must be outside of body panels but may not exceed the edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.

2. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body. Rub rails must be a minimum of 50" long, end to end.
3. All 3-rub rail sockets must be pinned or bolted.
4. Rub rail sockets must have a cuff or sleeve welded to the rub rail tube to prevent pins from shearing.

FUEL TANK:

1. One fuel cell with a maximum of 24.5 U.S. gallons is mandatory (used for gasoline only). Fuel tank height: 12" minimum from the ground to the bottom of the tank. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity. Tank panels may not be bowed out or bellied to increase capacity. No tolerance. Tanks may not be altered in any way to increase capacity. No large or long fuel lines, oversize filter housings or fuel coolers or other to increase fuel capacity.
2. Fuel tank must be fully encased in a steel container with a minimum thickness of 20-gauge. An optional aluminum container may be used with a minimum thickness of .060". Fuel tank must be fully foamed with just a minimal cutout for filler. Cutout may be no more than 6" wide x 10" long x 7" deep. Fuel lines must siphon from top only. No fuel lines bigger than #10.
3. No auxiliary tanks. No fuel filters with more than 1/2-quarter capacity.
4. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage. Only one carburetor fuel log will be allowed and is limited to a maximum outside diameter of 1".
5. All quick fills must be located in the left rear quarter panel only. The filler tube must take the most direct route to the fuel cell. Only one filler tube is allowed with a maximum outside diameter of 3". The fuel vent line may not exceed 1 1/4" inside diameter and must go in a direct route from the fuel tank to the quarter panel. A catch can must be used with a one-way flapper valve on the left side quarter panel or the far left rear corner of the rear panel only. Catch can operator may not stand behind the rear bumper while inserting the can. Any fuel hoses or quick fills may not be visible from behind the car. They must be hidden behind the rear panel, which must be symmetrical in size and shape.

6. Sunoco is the exclusive fuel of Fonda Speedway and is the only fuel allowed for use in Modified, 358-Modified, and Sportsman cars. No other fuel company logos are allowed to be displayed anywhere.

MUFFLERS AND EXHAUST SYSTEM:

1. Dynomax is the preferred muffler of Fonda Speedway. Each car must have one muffler per bank. Mounting position front to back will be optional however the exhaust must exit past the driver. Each muffler must have a tail pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible. No exhaust pipe may face outside the car.
2. Any manufacturer of exhaust header is allowed, but header material is limited to steel. No crossover pipes are permitted connecting the two banks of cylinders.
3. The allowed Dynomax mufflers are:
 - a. Modified – Dynomax part #'s 17224, 17539 and 17268.
 - b. 358-Modified – Dynomax part #'s 17223, 17224, 17539, 17296 and 17268.
 - c. Sportsman – Dynomax part #'s 17223 and 17296.

BALLAST WEIGHT:

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. No weight pack may exceed 75 pounds. All weight packs must have a minimum of two ½" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp. No bolts/studs welded to the frame will be permitted. Clamp around weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one-race grace period only.

OILING SYSTEM:

1. Modified and 358-Modified: One oil tank, one oil cooler and one American passenger car sized battery will be the only exceptions allowed to be mounted outside the frame rails. Oil tank maximum capacity – 12 quarts.

2. Tank and cooler must be fully enclosed by the body and must be securely mounted. See cooler location in safety rules. Excessive bracing used for mounting these items to obtain more left side weight will be subject to the discretion of the track inspector.
3. Sportsman Division: One oil cooler and one American sized battery are the only exceptions that may be mounted outside of frame rails.

WHEELS:

1. Modified and 358-Modified Divisions: Only aluminum wheels are allowed. No magnesium, steel, or carbon fiber is permitted. Bleed off valves are allowed.
2. Sportsman Division: Only one-piece wheels may be used.
3. Rim width restricted to 14” maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15” only.
4. Bead locks are allowed. Any wheel or bead lock that is used must maintain a minimum diameter of 11” hole inside bead lock and wheel. Bead locks may be outside only, except the left rear, which may have an inside bead lock.
5. No wheel covers or hubcaps on the inside of the wheels are allowed. Wheel covers/hubcaps are allowed outside of the wheels providing they are one piece, attached as part of the bead lock and maintain a minimum thickness of .090” with a minimum hole in the middle of 4.5”.
6. Foam inserts or corrugated plastic (with approved installation) may be allowed when track conditions warrant. No unsafe wheel covers attached by dzus buttons are allowed. Weld aluminum wheel covers are permitted.

TIRES:

1. American Racer Racing Tires are the only legal tire for open wheel divisions. The manufacturer will mark all legal tires with the compound designations listed below are mandatory for Mods and Sportsman. All tires must have the “FONDA” stamp.
2. Rear tire pressure: Left rear min 7 lbs, Right rear min 10 lbs.
3. Modified, 358-Modified and Sportsman Compound:

LF 44

RF 48

LR 48

RR 50

No tire softener or liquids of any kind is allowed inside or outside of the tires. Heating the tires by torch, blankets, or exhaust system is not allowed. Durometer readings may be taken periodically.

MINIMUM WEIGHTS:

1. Weights are taken with driver fully suited in the car. Track scales are official with no appeal allowed on weights.
2. A tolerance of 2% of the total weight requirement is allowed for all engine sizes during events. Weight violations under the 2% allowance will result in disqualification.
3. Big Block Modified: (long block in length) min. 396 c.i. – max 467 c.i. minimum weight – 2500 lbs.
4. 358-Modified: (short block in length) 2450 lbs.
*Any small block (short block in length) running with the Big Block Modifieds may have a maximum engine displacement of 361 c.i. and abide by all 358-Modified engine rules.
5. Sportsman: minimum weight 2450 lbs.

SECTION D – MODIFIED ENGINE SPECIFICATIONS

Only stock OEM American long block (in length) manufactured V-8 engines (GM, Ford, or Chrysler) are permitted. Aftermarket Dart and Merlin cast iron blocks are optional. No aluminum blocks allowed. Normally aspirated engines only.

DISPLACEMENT: BIG BLOCK ONLY:

(Long block in length) Maximum displacement of 467 cu. In. with 5 cu. In. allowed for wear. 396 cu. In. (long block in length) will be the minimum displacement allowed. No reverse rotation engines.

CARBURETION:

Engine limited to one carburetor from an established American carburetor manufacturer .{ minimum of 600 units per year}. Not to exceed 4 ventures. No fuel injection, no nitrous oxide injection, no turbo chargers, or superchargers are allowed. No fuel or air may enter by any means other than stock operation of the carburetor. Outside carburetor body must remain stock. All components that make up the outside carburetor body must be from the same American manufacturer. No in-line ventures.

INTAKE MANIFOLD:

Optional as to design or manufacturer, but the manifold must allow for the mounting of one 4-barrel carburetor. Must be cast iron or cast aluminum only.

CYLINDER HEADS:

Optional as to design or manufacturer but must be made of cast aluminum or cast iron only. Any form of porting allowed. Valve sizes are optional. Titanium valves and retainers are allowed. No hollow stem valves or liquid cooled valves are allowed. Only 2 valves per cylinder. Only one spark plug per cylinder.

CAMSHAFT:

Optional as to design or manufacturer but camshaft must be in block in stock location. Chain or belt drives are permitted. No overhead cams are allowed.

PISTONS/RODS/CRANKSHAFTS:

Aluminum pistons only, no ceramic, s/a plastics, or coatings are allowed. Any steel or cast iron crankshaft is permitted providing it meets the stroke specifications. Any design, length, or make of steel rods are allowed. No titanium crankshafts or rods are allowed.

IGNITION:

Any kind of ignition, as long as it is mechanically driven in the stock position. No crank trigger ignition systems. Only one ignition coil and one ignition box (amplifier) are allowed on the car. Only one spark plug per cylinder. Traction control devices are not allowed. Ignition boxes must remain as manufactured with no internal or external alterations. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM:

Conventional or dry sump may be used. An internal or external pump is permitted. Oil coolers are optional. Oil pan must be made from steel or aluminum only. Oil pan must have a 1" plug on the left side to allow for verification of steel crankshaft and rods. Oil pans will be pulled down only when protested or in the absence of the 1" plug. No air pumps that suck air from the oil pan are allowed.

SECTION E – 358-MODIFIED ENGINE SPECIFICATIONS

This class is reserved for North American passenger car V-8 engines with cast iron blocks and cylinder heads. All engines must maintain stock bore and stroke combinations. Normally aspirated engines only.

Engine Maximum Overbore

Chevy 350 C.I., 4.00" bore x 3.480" stroke. +. 070

Chry. 360 C.I. 4.00" bore x 3.578" stroke. +. 020

Chry. 340 C.I. 4.00" bore x 3.313" stroke. +. 060

Ford 351 C.I. 4.00" bore x 3.500" stroke. +. 060

A 4 cu. In. wear allowance is allowed for all manufacturers.

- 1. BLOCKS:** Stock OEM and cast iron performance blocks such as Chrysler ® Block, Chevy Bow-tie, Ford-SVO, and DART are permitted.
- 2. CYLINDER HEADS:**
 - a. Chevy bow tie or DART Iron eagle 200, 215 or 230 ,Brodix,allowed. Chrysler W-2 and Ford performance heads also allowed.
 - b. Part and casting numbers must remain visible on heads and may not be altered.
 - c. Stock valve guide diameter must be maintained.
 - d. Valve guide liners are permitted.
 - e. Modification to valve guide and bosses is not allowed.
 - f. Valve stem maximum and minimum diameters (+/- .005") must remain 11/32" for all manufacturers.
 - g. Valve guide location and angles may not be altered.
 - h. Solid steel or titanium valves and valve guide retainers allowed but valve head sizes are optional. No carbon fiber allowed.
 - i. Any amount of valve seat inserts is allowed.
 - j. Milling or angle milling of the cylinder head is allowed.
 - k. Modifications to the combustion chamber allowed.
 - l. Any angle valve job is allowed
- 3. CRANKSHAFT:** Any steel or cast iron allowed providing it maintains stock stroke as manufactured for the engine block used.

- 4. RODS:** OEM stock production or aftermarket solid steel is allowed. No titanium or aluminum. Maximum rod length will be 6". Engines with longer than 6" rods must meet stock OEM specs.
- 5. PISTONS:** Any make 3 ring flat top aluminum pistons only.
- 6. VIBRATION DAMPENERS:** May be any stock OEM or aftermarket steel or 5 cast-iron only. No fluid or friction dampeners allowed. Must be one-piece construction only. No bolts or snap-ring assemblies. Safety rings are allowed. Rubber-lined is permitted.
- 7. CAMSHAFT:** Any type allowed. No overhead cams. Roller rockers, shaft rockers allowed. Stud girdles will be allowed. No gear or belt driven cams. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. No lash caps allowed on valves.
- 8. INTAKE MANIFOLD:** Any American production as cast 4 barrel allowed (single plane aluminum only). No homemade type manifolds allowed. Part and casting numbers must remain visible and not ground off.
- 9. CARBURETOR:** Refer to 467 Modified rules..

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW;
ANY OTHER MODIFICATION NOT MENTIONED IS NO LEGAL.

- Holes drilled in the throttle plates for proper idling. Drilling, tapping and plugging of unused vacuum ports.
- Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side. Removal of choke plate and shaft.
- The jets may be changed as needed.

- 10.IGNITION:** H.E.I., magneto, or ignition box will be allowed. No crank trigger systems allowed. One ignition coil and one ignition box allowed. Alternators are optional. Traction control devices are not allowed. Ignition boxes must remain as manufactured with no internal or external alterations. Wiring must remain as designed by box manufacturer. OEM firing order must be maintained.
- 11.LUBRICATION SYSTEM:** No dry sump system allowed. Oil may be in steel or aluminum pan only. Oil pan must have ¾" inspection hold for connecting rod verification on left side of pan. No external oil pumps allowed. No Ace-sumps allowed. Oil coolers are allowed.
- 12.WATER PUMPS:** Pumps, pulleys and fans are optional.

13.FUEL PUMPS: Must remain in and be driven as stock OEM equipment. No electric pumps.

SPORTSMAN

SECTION F SPORTSMAN ENGINE SPECIFICATIONS:

This class is reserved for North American passenger car normally aspirated cylinder heads.

ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE PERMITTED. ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.

All engines must maintain stock bore and stroke combinations.

ENGINE MAXIMUM OVERBORE:

Chevy 350 C.I., 4.00" bore x 3.480" stroke. +. 070"

Chry. 360 C.I., 4.00" bore x 3.578" stroke. +. 020"

Chry. 340 C.I., 4.04" bore x 3.313" stroke. +. 060"

Ford 351 C.I., 4.00" bore x 3.5" stroke. +. 060"

A 4 cu. In. wear allowance is allowed for all manufacturers.

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

- 1. BLOCKS:** The engine block and all internal parts must meet stock specifications for its make. No Bow-Tie or other performance type blocks allowed. DART 'Little M' sportsman block (part #3115111) is allowed.
- 2. CYLINDER HEADS:**
 - a. Chevy bow tie or DART Iron Eagle 180 is allowed. Chrysler W-2 and Ford performance heads also allowed. Chevrolet Vortec and Ford GT 40 heads are not allowed.
 - b. Part and casting numbers must remain visible on heads and may not be altered.
 - c. This is a non-ported class. Sand blasting, bead blasting, acid-dipping, porting, epoxy, polishing and welding prohibited.
 - d. Stock valve guide diameter must be maintained.
 - e. Valve guide liners are permitted.
 - f. No relieving or unshrouding of valves in the combustion chamber.
 - g. Modification to valve guides and bosses is not allowed.

- h. Valve stem maximum and minimum diameters (+/- .005") must remain 11/32" for all manufacturers.
- i. Valve guide location and angles may not be altered.
- j. Solid steel valves or stainless steel valves only. No titanium or sodium filled valves allowed. No carbon fiber allowed.
- k. Titanium valves spring retainers are allowed.
- l. Valve head sizes are optional providing they maintain stock OEM valves positioning in valve guides (distance apart and angles)
- m. Any amount of valves seat inserts is allowed.
- n. Milling or angle milling of the cylinder head is allowed.
- o. No modifications to the combustion chamber allowed.
- p. Any angle valve job is allowed providing it cuts concentric to the valve guide center.
- q. No hand grinding, sanding, blending or de-burring where a cutter or stone leaves off.
- r. Intake and exhaust port openings must remain stock dimension, both height and width, and maintain stock location.
- s. Inspection process will be conducted with the head on the engine but the method of checking will require the removal of the intake and exhaust manifolds. Heads will be removed to surrender to track officials for appeal. The method of checking the legality of the heads will include inspection for welding and epoxy plus the use of 2004 go/no go gauges including:
 - i. Height and width of the intake port
 - ii. Height and width of exhaust port
 - iii. Intake runner ball to measure push rod area
 - iv. Exhaust valve seat ball consisting of a .531" diameter ball bearing that will be run around the valve stem with the valve fully opened. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal.
 - v. Intake valve seat ball will be used on the intake side using the same procedure as described on the exhaust side, except the ball size will be .787".
- t. These methods of checking will be conducted whether the engine is hot or cold.

3. RODS: OEM stock production of aftermarket solid steel rods is allowed. No titanium, aluminum, or billet. Rods may not be polished. Rod lengths must be OEM specs for the engine block used. Example: Chevy is 5.7", Chrysler is 6.125", Ford is 5.956".

4. CRANKSHAFT: Any steel or cast iron crankshaft is allowed providing it maintains stock stroke as manufactured for the engine block used. Aftermarket OEM replacement crankshafts with holes drilled through

crankpins are allowed providing they maintain stock appearance and specs. No lightweight cranks. Crank must weigh a minimum of 48 lbs. Minimum rod and main journal sizes must be Chevy, Ford, or Chrysler specs only. Minimum rod journal is 2.100". Knife edging, narrowing, or cutting down in the diameter of the crankshaft counter weights is not allowed. No polishing of the crank. Crank will remain in the engine for initial inspections, but signs of lightening as described may require the removal for weighing purposes.

5. **PISTONS:** Any brand, three ring flat top aluminum pistons only. No coatings of any kind are allowed.
6. **VIBRATION DAMPENERS:** Any steel or cast iron, stock OEM vibration dampener is permitted providing it is not machined or altered in any way. No fluid or friction dampeners are allowed.
7. **CAMSHAFT:** Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Engines with stock OEM shaft rockers are legal. Roller rockers with optional ratios are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel lifter galley plate may be used to prevent engine damage in case of push rod failure.
8. **INTAKE MANIFOLD:** Must be a stock passenger car, cast iron 20barrel intake manifold. No porting, polishing, welding, matching or acid dipping is allowed. An optional aluminum four barrel, as cast, box stock spec manifold may be used. The manufacturer is Brodix part #HV1011 for Chevy, Edelbrock part #2915 for Chrysler 340 heads, Edelbrock part #2920 for the Chrysler W-2 head, and Edelbrock part #2981 for the Ford 351 Windsor.
9. **CARBURETOR:** Any American stock OEM 2-barrel carburetor up to 1-11/16" throttle bore with no adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1-1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed. **CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW; ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.**
 - Holes drilled in the throttle plates for proper idling.
 - Drilling, tapping and plugging of unused vacuum ports. Welding of throttle shaft to linkage arm.

- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

10.IGNITION: Stock OEM distributors and coils only. No trigger ignition systems allowed. No Mallory or Accel ignitions may be used. On H.E.I. ignition systems, coils must remain in the distributor and system must remain as manufactured. Distributor advance plates may be welded. On point type distributors, coils must be stock. On any system used, only one coil will be allowed on the car. One 12-volt battery allowed.

11.LUBRICATION SYSTEM: No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of pan. No external oil pumps or sumps-sumps allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valves covers, intake manifold or oil pan. Oil coolers will be permitted providing they are mounted under the left wing or under the hood only.

12.WATER PUMPS: Must be cast iron only. Radiator fan must be steel only. NO electric cooling fans or pumps.

13.FUEL PUMPS: Must remain in and be driven as stock OEM equipment. No electric fuel pumps are allowed.

14.CRATE ENGINE OPTION: The factory sealed GM crate engine part #88958602 is allowed for use in the Sportsman class. This is the same engine that is allowed for Pro Stocks. Carburetors allowed are Holley 4777 or 8077 650cfm 4 bbl. Carburetor must maintain stock venture and throttle bore dimensions: primary venture 1-1/4". Booster height must remain stock (NO CUTTING OR POLISHING). No visible modifications without disassembly. Go/no go gauge measurements valid on hot or cold carburetor. Carburetor maximum height measured from bottom of carburetor base to machined horizontal gasket surface of block will be 7" in both front and rear of block. The following are the only modifications allowed; Holes drilled in throttle plates for proper idling, drilling, taping and plugging of unused vacuum ports. Welding of throttle shaft to linkage arm. Drilling of idle or high-speed air connection jets. Milling of center of carburetor body metering block surface a maximum of .015" on each side. Removal of choke plate and shaft. The jets may be changed as needed. Weight same as standard engine Sportsman 2450 lbs.

PRO STOCK

SECTION G PRO STOCK DIVISION RULES:

Open to any North American passenger car chassis from 1968 to present. No Jeeps, trucks, Corvettes, or convertibles allowed. Full frame cars highly recommended.

SAFETY RULES:

The following rules are mandatory, and will be strictly enforced:

1. All cars are subject to inspection at any time. All cars must be free from mechanical defects and be in safe racing condition. Track official's decision regarding any safety infractions will be final.
2. Roll cage must be constructed from seamless round steel tubing with a minimum of 1-1/2" outside diameter and 1/8" wall thickness or 1 3/4" outside diameter by .090" wall thickness only. There are several allowable variations to the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six-point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one behind the driver on each side of frame. They must be securely welded only to the flat horizontal part of the frame, not the kick-ups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at least two inches above helmet height of the driver when strapped in the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights. At least one bar must be extended to the outer door skin for added driver protection. These horizontal bars must have at least one set of vertical supports positioned between the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and of course more are preferred. All junctions of two or more tubes in the cage must be joined with at least 1/8" steel gussets for additional strength. Threaded pipe, pipefittings, lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of welds is not permitted. All roll cage bars within 18" of the driver's body, extended arms, legs, head, etc. must be adequately padded for protection.

3. A minimum clearance of 1 1/2" is required between the top of the normally seated drivers helmet and the underside of the horizontal roll cage bars.
4. Cars must contain shock resistant roll bar padding on all bars that the driver's head may come in contact with while strapped into the seat. Steering wheel center must also be padded. These should be flame retardant.
5. All cars must be equipped with a safe, high back type, aluminum racing seat only. The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six (6) 3/8" bolts, four (4) on the bottom and two (2) on the seat back (no floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). Seats must be as close to stock OEM position as possible. A functional padded headrest, built into the seat, must be in line with the center of driver's head.
6. All cars must be equipped with 5-point seat belts to SFI 16.1 specifications. Belts older than 36 months (from date of manufacture) will not be permitted. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. The sternum shoulder harness is highly recommended.
7. Seat belt webbing that comes into contact with any sharp or any metal edge must be protected from that edge by means of push on grip vinyl trim. The areas on of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions. Webbing entry slots into the seat with an existing metal roll of 1/8-inch smooth radius will not require vinyl trim.
8. All drivers must wear a 2000 or newer SNELL approved full-face helmet and clean one piece SFI drivers suit, underwear, head socks, gloves, foot socks and shoes to SFI specification. NOTE: Arm restraints, and a neck brace are highly recommended.
9. All cars must have a full steel windscreen of substantial material at least 1/16" in thickness, with a maximum opening on holes of 2" by 1". No chicken wire or aluminum screens will be allowed. Screen must cover entire windshield area from left to right across the cage and from top of cage down to hood or cowl. Any shields, visors, or cardboard may not block visibility through the screen.
10. Front and rear firewalls are mandatory and must be constructed from steel of at least 18-gauge thickness. Rear firewall must extend from top of window shelf downward, and attach to floorboards and must have no holes. Front firewall must extend from dash downward and attach to the floorboards with all holes securely covered with sheet

metal to isolate driver from engine compartment. See body section for further specifications.

11. All crews must carry an operable fire extinguisher of 20 pounds in rear of their transporter, capable of extinguishing gas and oil fires. On board "flame-out" systems fitted in the racecar are recommended.
12. Only one 12-volt battery permitted. Battery must be properly secured inside a marine style battery box. A mandatory battery shut-off switch must be mounted, marked, and easily accessible to the safety crew.
NOTE: Battery must be mounted under hood only.
13. All cars must have an ignition switch that is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint for the safety crew to recognize.
14. A fuel shut-off valve must be mounted within easy reach of driver, and must be labeled ON/OFF with a bright colored paint for the safety crew to recognize.
15. All fuel lines and power steering lines, and fittings running through the driver's compartment must be of an approved type. Braided lines are required, no rubber hoses will be allowed. No plastic or glass fuel filters will be allowed.
16. All cars must be equipped with a horizontal crash bar mounted directly behind the fuel cell. This bar must be a minimum of 1-1/4" in diameter and with 0.095" wall thickness to protect the cell from rear end damage.
17. All cars must have four-wheel hydraulic brakes, all in good working order. Brake tests may be conducted throughout the year.
18. Wheel must have a minimum of five (5) lug nuts on both front and rear.
19. Exhaust headers must be safe for driver and exit past driver's seat.
NOTE: All exhaust pipes must exit facing the rear of the car and directed so as to disturb as little dust as possible.
20. No mirrors or reflecting devices are allowed that would enable the driver to see the car behind. No radio communication is permitted between driver and/or pit crews.
21. Inspectors reserve the right to request body panels or bumpers be replaced and painted if they have any sharp edges or do not look presentable to the sport.
22. All cars must have at least two (2) throttle return springs.
23. No racing fuel in drums may be brought on to track premises.

BODY SPECIFICATIONS:

1. **Eligible Bodies:** Any American or Canadian made passenger car body allowed 1968 to present. No compacts, foreign cars, trucks, sports cars, or convertibles allowed. Aftermarket bodies are allowed,

providing they look stock and match the wheelbase of the frame being used.

- 2. General Appearance:** Body must be stock appearing and mounted in stock location on frame. Ford or Mopar bodies with matching engine may be used on GM chassis. Stock manufacturer's sheet metal or aftermarket body must maintain the OEM fit and appearance. No air dams, skirts, or other aerodynamic enhancing equipment are allowed on the car, front or rear. This is not a late model class. No wedge shaped bodies or flat body panels are allowed. Officials reserve the right to reject any body or body parts.
- 3. Body Width:** Maximum body width measured anywhere along the contour of the car may not exceed 82".
- 4. Allowable Body Materials:** All parts of the body must be either steel or aluminum, except the hood, roof and front and rear roof supports, which may be aftermarket, approved fiberglass.
- 5. Roof:** Must be one-piece construction and maintain stock contour and appearance.
- 6. Hood/Trunk:** No hood scoops or raised hood boxes will be allowed except on aftermarket fiberglass hoods which may have a raised surface not to exceed 4 inches in height provided it is pre-manufactured into the design of the hood. No holes may be cut in hood for any reason. Lift-off hoods and stock sheet metal trunk decks are allowed as long as they are fastened safely to properly seal off engine and/or trunk area.
- 7. Spoiler:** A rear spoiler is allowed. Two options are available: 1) A one-piece aluminum spoiler with a maximum height of 5", 2) A one-piece clear lexan spoiler with a maximum height of 6-1/2" (The Five-Star Stock Car Bodies mounting bracket and spoiler combinations highly recommended). Both spoiler types must follow the contour of the body and may not extend out past the maximum body width. Three vertical support fins may be mounted in front of the spoiler. These fins may not exceed the maximum height of the spoiler and are limited to 16" in length.
- 8. Bumpers/Nose:** Front and rear bumpers may be of the hard rubber type used on the new cars. Front nose must be stock appearing (Nose such as Performance bodies part numbers 331040, 281040, 251040, etc. are not allowed). Front and rear bumper covers may not be widened from stock width. Front nose may not exceed 47" from the front wheel centerline. Tailpiece must be stock appearing with a bumper cover. No flat sheet metal allowed.

- 9. Fenders:** Full fenders only, with reasonable radius cut for tire clearance is allowed. Front fenders must be one-piece steel or aluminum and must be stock appearing. Inner fender panels may be removed as long as fenders remain secure.
- 10. Dash:** Dash removal is allowed, providing that the steering column is adequately secured and remains in stock location. If a new dash is installed, it may not protrude any further back than original OEM dash, and must be even (in one plane) all the way across the car.
- 11. Firewall:** A full steel engine firewall of at least 18-gauge in thickness is mandatory with all holes securely covered to isolate the driver from the engine compartment. A full rear steel firewall must seal off the driver's compartment from trunk area. Front and rear firewalls must extend from fender to fender in as straight a line as possible. No excessive firewall cutouts or tunneling for header/exhaust clearance allowed.
- 12. Inner Tinwork:** No sheet metal extending from passenger side dash back to rear shelf is permitted.
- 13. Floorboard:** A full floorboard must be retained from the engine firewall to the rear firewall and from body side skin to side skin. Passenger side floorboard may be level from top of transmission and drive shaft tunnel but no higher, to allow for better ground clearance of both exhaust pipes and cockpitting. Rusted floorboards must be replaced or securely covered with sheet metal in the original stock configuration to seal off the driver's compartment. Any holes in the floorboard for shifter, etc. may be no larger than is necessary to facilitate the shift pattern. Shifter boots are highly recommended to help seal off the driver's compartment.

CHASSIS SPECIFICATIONS:

- 1. FRAME:** Must be same as the body manufacturer. No interchanging. Unibodies may tie sub frames together, however, if the ties extend though the car, the floor must be completely welded to the tie to seal off the driver's compartment. Frames may be repaired where needed but eh stock frame rails must remain in stock location. Frame must be stock OEM for year, make, and model. All cars must have a minimum factory stock wheelbase of 107". Full frame cars with a factory stock wheelbase of over 107" may be shortened between the knockouts, but must maintain a minimum wheelbase of 107". No front or four-wheel drive cars allowed. NOTE: On unibodied cars only, a homemade frame may be constructed using steel rectangular tubing only, with a minimum specification of 2" x 3" x .120" wall thickness. The 3" dimension must be in a vertical position. If using this option, it must

start at rear of the front stock OEM sub-frame and continue all the way back up over (not under) the rear axle and end where the stock OEM rear sub-frame ended. The new frame must be as wide as the original sub-frame. All springs, sway bars (if used on that particular model) and suspension mounts must be located in the same exact position and manner as they were located on the stock frame. Stock OEM suspension parts must be used. Rear sway bar can be used only if it was available on the stock OEM model. The proper construction of this frame option regarding welds, cross-members, bracing, roll cage and the sock mounting links will be up to the discretion of the officials.

- 2. SEAT:** All cars must be equipped with a safe, high back type, aluminum racing seat only. It is highly recommended that the seat have a minimum thickness of .125" (1/8"). The seat must be securely fastened (bolted or welded) to the roll cage and/or frame in six spots, with a minimum of six (6) 3/8" bolts, four (4) on the bottom, two (2) on the seat back (no floorboard installations). The seat must be positioned completely to the left of the centerline of the car on the driver's side (no center steering). A functional padded headrest, built into the seat, must be in line with the center of driver's head.
- 3. STEERING:** Steering column must remain in stock location as manufactured for model and year. Steering quickener devices are allowed provided they are commercially manufactured. No home made steering quickeners or any type will be allowed. Steering quickener must be fully enclosed. The steering wheel center must be padded. A flexible, racing type steering wheel with quick release mounting is recommended.
- 4. RADIATOR:** Only one radiator per car. Aluminum radiators are allowed. Radiator must remain in front of the engine in stock location between the frame rails. A 25 lb. pressure cap is recommended. An overflow catch can is mandatory. It is recommended to double clamp all hose connections.
- 5. ROLL CAGE:** Roll cage must be constructed from seamless round steel tubing with a minimum of 1-1/2" outside diameter and 1/8" wall thickness or 1 3/4" outside diameter by .090" wall thickness only. There are several allowable variations to the basic roll cage design that are subject to the discretion of the technical inspector. Inspector's decision on roll cage design and safety is final. The mandatory six-point cage must surround the driver with uprights mounted on the right and left sides of the frame, one upright in front and one behind the driver on each side of frame. They must be securely welded only to the flat horizontal part of the frame, not the kick-ups. The four bars joining the four uprights in a horizontal plane above the driver's head must be at

least two inches above helmet height of the driver when strapped in the car. There must be at least three horizontal bars on both sides of the car connecting the main uprights. At least one bar must be extended to the outer door skin for added driver protection. These horizontal bars must have at least one set of vertical supports positioned between the main uprights, which connect all the horizontal bars together. The right and left uprights in front of the driver must be connected with at least one horizontal bar at dash height. An additional diagonal bar is highly recommended from the top left rear of the cage down to the right side frame. These are minimum allowable bar requirements and of course more are preferred. All junctions of two or more tubes in the cage must be joined with at least 1/8" steel gussets for additional strength. Threaded pipe, pipefittings, lap weld pipe, soft metals like aluminum, angle iron or channel iron will not be allowed. Flush grinding of welds is not permitted. All roll cage bars within 18" of the driver's body, extended arms, legs, head, etc. must be adequately padded for protection.

- 6. ENGINE:** Must remain in stock OEM location in the chassis, up and down and left to right. Engine must be from the make chassis it is mounted in. The maximum point of engine setback allowed will be 3when the center of the number one spark plug hole, on all make engines (furthest cylinder forward) is in line with the center of the top ball joint. No sliding or adjustable motor mounts will be permitted.
- 7. TRANSMISSION:** Automatic transmissions must have stock OEM torque converter with all gears working. Three and four speed manual transmissions must have all gears working and must have a single clutch disc mounted in stock location. No aluminum clutch parts are allowed. No over-drives or under-drives are allowed. Only steel flywheels with stock diameter are permitted. Drilling or machining for lightening purposes is not allowed. NOTE: Over drilling for balance will be up to the discretion of the officials.
- 8. SCATTERSHIELD:** Steel scatter shields or steel scatter proof bell housings for standard transmission cars are mandatory. Automatic transmission explosion blankets are highly recommended. All bell housings must have a 1" diameter hole drilled near the top to allow visual inspection of the flywheel and converter.
- 9. DRIVESHAFT:** Only a steel drive shaft is permitted. Drive flanges on rear end and transmission must be steel. All cars must have a suitable drive shaft sling behind the transmission, under the front U-Joint, to prevent the drive shaft from digging into track or bouncing out or up into car in case of failure. Drive shaft must be painted white for safety.

- 10. REAR END:** Differential housing must be in stock location. Passenger car rear ends or all steel floater only. No wide rears or limited slip rear ends allowed. Welded spiders or steel spool only, no aluminum spools area allowed. It is recommended that integral type rears with horseshoe clips holding axles n be tack welded to prevent fall-out. No torque arms allowed. OPTIONAL: The Ford 9" rear may be installed in any chassis providing it utilizes all the same parts needed to hold in the rear end that it replaced. Rear end must be in the same location, front to back and be centered in chassis.
- 11. FRONT END:** (except shocks) must be stock type components and locations. No lowering or lifting blocks are permitted. Coil spring spacers are allowed. One jacking bolt is allowed per wheel.
- 12. WHEELBASE AND TREAD:** Must maintain stock specifications for type of chassis. No wheelbase setbacks are permitted. No rear end offsets (this applies to all four corners of the car). Maximum tread width front and rear is 81" (with 1/2" tolerance) for all cars, measured from outside of tire sidewalls. Minimum wheelbase allowed is 107" for both sides.
- 13. SUSPENSION:** Stock steel or tubular steel aftermarket upper A-frames are acceptable. Aftermarket tubular upper A-frames must be one-piece steel with a minimum wall thickness of .095" with no form of adjustment. Cross shaft must be steel only. Stock type ball joint only. No adjustable uniball type. Chassis cross-shaft mounts for upper A-frames may be fabricated and relocated. Any excessive cutting of A-frames for shock clearance is up to the discretion of the officials. Ball joints used must maintain stock ride height. Optional for rear coil cars only, tubular steel upper rear control arms may be used for adjustment of the pinion angle. All original OEM locating brackets must remain intact. The same type and positioning of springs must be used that the chassis had in stock OEM form. Front leaf spring mounts may have a maximum of four mounting holes for chassis height adjustment. Slotted mounts are not allowed. Rear shackles may have multiple holes for the same purpose. Coil spring spacers and adjustable lowering blocks are allowed. Full frame coil spring cars may use a third upper locating link with ad additional pan hard bar. The third link must be a centered mount on the rear (or a single stock or fabricated upper trailing arm could be used in stock location, if desired). The third link must have a single mounting location on the rear end and must be steel with heim ends. Lower trailing arm links may be fabricated, and must be mounted in stock location to both the chassis and rear end housing. The pan hard bar must be mounted behind the rear end attaching to one side of the rear end housing and the other side of the

chassis. No j-bars or pinion mount pan hard bars allowed but multiple vertical mounting locations are acceptable. All three links may be affixed with rod end bearings, solid mounted or mounted in rubber OEM cartridge suspension joint. No coil spring or shock absorber type links. One jacking bolt per wheel is allowed. Spring mounting pads on leaf or coil cars, must be stock and be welded in one position on rear end housing. A rear sway bar may be used providing it was used on that model chassis (not body) during production.

14.SPRINGS: Must be original stock type and location (leaf for leaf, coil for coil, torsion bar for torsion bar). Coil spring cars, however, have the option to convert to leaf springs. Stock sway bar will be allowed if used in original production. No helper springs will be permitted. Steel springs only (no carbon fiber, other). On leaf spring configurations, rear slider mounts are permitted. Ford, Chevy and Chrysler cars may interchange springs providing springs maintain individual specifications.

15.SHOCKS: Only one (1) shock per wheel. Shock must be steel-bodied and with a maximum racer's list price of \$100.00 U.S. Shock mounting location is optional. No cantilever-mounted shocks are permitted. No air shocks, coil over, or load-leveler type shocks. No air bags, aluminum, or adjustable rate shocks are allowed. Shocks that involve the use of Schrader valves are not allowed.

16.BRAKES: Operable and effective four-wheel hydraulic brakes mandatory on all four wheels at all times. No three-wheel, left side, or shut off configurations allowed. Rear disc brakes may be installed if that particular manufacturer had used them in production and providing the calipers are stock OEM parts. Stock size aftermarket rotors on steel hats may be used to replace OEM rotors. In cockpit brake bias adjustments are allowed. The use of dual master cylinders with proportioning adjustment is allowed. NOTE: Brake rotors front or rear may not be drilled for any reason.

17.BUMPERS: Stock front and rear bumpers are acceptable. They may be securely reinforced under and at the ends of the splashguard to remain stock appearing. They must also be stock for the year, make and model. No added visible upper or lower bumper reinforcements, they must be in line with the bumper. Rounded tubing corner supports will be allowed to prevent cars from hooking together and losing bumpers. Fabricated front or rear bumpers may be used if entirely covered by stock type rubber bumper cover. No outside reinforcements allowed. All cars must have tow hooks easily accessible on both front and rear.

- 18.RUB RAILS:** One horizontal rub rail on each side of the car between the wheels is allowed. Must be steel square tubing with a maximum dimension of 1" wide by 2" high. Rails must mount flush against the body panels with each end cut at 45 degrees and capped with no sharp edges.
- 19.BALLAST WEIGHT:** If ballast weight is needed to make total weight, it must be securely bolted to the inside of both frame rails. No weight pack may exceed 75 pounds. All weight packs must have a minimum of two ½" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp. No bolts/studs welded to the frame will be permitted. Clamp around weights are permitted. All weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one-race grace period only.
- 20.BATTERY:** All cars must be self-starting. Battery must be located under the hood only. It must be securely fastened down inside a marine style battery box to prevent a safety problem. Battery must be completely sealed off from driver's compartment. Only one 12v is permitted.
- 21.FUEL TANK:** A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. Cell must be located in trunk area only. The cell must be square or rectangular in shape only and must be mounted in a fixed, non-adjustable position, centered between the frame rails. Cell must be fully encased in a steel container with a minimum thickness of 20-gauge. Fuel must siphon from the top only and a one-way check valve is required in the vent line. Cell must retain foam inside. The bottom of cell must be a minimum of 12" off the ground. A tubing bar with minimum dimensions of 1 ¼" x .095" tubing must protect bottom and back of the fuel cell. No external filler connections permitted. The filler tube neck must remain totally inside of trunk area. No access holes for filler neck are allowed the trunk cover must have to be opened to add fuel. All fuel lines and fittings must be leak proof. Fuel cells should be to SFI 28.5. No fuel cell bladders may be older than 10 years from date of manufacture.
- 22.MUFFLERS AND EXHAUST SYSTEM:** Dynomax part #17218 is the preferred Pro Stock muffler, though the use of stock or "California Turbo" type-mufflers will be allowed. No glass pack type muffler. Mufflers may not be altered or modified from original design in any way. Maximum exhaust pipe diameter is 2 ½". The complete exhaust system must remain under car and exit to rear behind driver so as to disturb as little dust as possible. No modified type mufflers allowed. Stock cast-iron un-altered exhaust manifolds are allowed. Optional

factory steel street headers are allowed. Primary pipes must maintain 1-5/8" maximum diameter from flange to collector. Crossover headers (not 180 degree headers) are allowed with primary pipes that maintain a 1-5/8" diameter from flange to collector. Maximum header flange or adapter flange thickness is 3/8". No crossover connecting pipes to each exhaust system.

23.WHEELS: Only one-piece, steel wheels with a maximum width of 10" and diameter of 15" are allowed. All four wheels must have a minimum of five (5) lugs and lug nuts. Lug stud threads must go past the full thickness of the wheel nut. This must be on all four corners of the car. Lugs and nuts recommended being 5/8" diameter on all corners. Wheel offset, front or rear, can be 3" minimum or 4" maximum on either side with a maximum tolerance of 1/4". Wheel centers may not be altered.

24.TIRES: American Racer Racing Tire is the only allowable tire for the Pro Stock division. Allowable compounds are as follows: MD-80
Any questionable tire will be subject to the discretion of tech inspector. No tire softener or liquids of any kind will be allowed on the inside or outside of tires. Heating of tires by torch, blankets, or exhaust system is not allowed. No type of inner liner allowed.

24.MINIMUM WEIGHT: 3050 lbs. Weights are taken with driver fully suited in the car. Track scales are official with no appeal allowed on weights. A tolerance of 2% of the total weight requirement is allowed for all engine sizes during events. Weight violations under the 2% allowance will result in disqualification.

PRO STOCK ENGINE SPECIFICATIONS:

This class is reserved for North American passenger car normally aspirated V-8 engines with cast iron blocks and cylinder heads.

ONLY NON-PORTED STOCK OEM CAST IRON BLOCK AND HEADS ARE PERMITTED. ALL ENGINE PARTS MUST HAVE CASTING OR PART NUMBERS ON THEM FOR IDENTIFICATION.

All engines must maintain stock bore and stroke combinations.

ENGINE MAXIMUM OVERBORE:

Chevy 350 C.I., 4.00" bore x 3.480" stroke. +. 070"

Chry. 360 C.I., 4.00" bore x 3.578" stroke. +. 020"

Chry. 340 C.I., 4.04" bore x 3.313" stroke. +. 060"

Ford 351 C.I., 4.00" bore x 3.5" stroke. +. 060"

A 4 cu. In. wear allowance is allowed for all manufacturers.

ENGINES MUST REMAIN STOCK AS MANUFACTURED WITH THE FOLLOWING EXCEPTIONS:

1. **BLOCKS:** The engine block and all internal parts must meet stock specifications for its make. No Bow Tie or other performance type blocks allowed.
2. **CYLINDER HEADS:**
 - a. Chevy bow tie or Chrysler W-2 and Ford performance heads also allowed. Chevrolet Vortec and Ford GT 40 heads are not allowed.
 - b. Part and casting numbers must remain visible on heads and may not be altered.
 - c. This is a non-ported class. Sand blasting bead blasting, acid dipping, porting, epoxy, polishing and welding prohibited.
 - d. No coating of heads is permitted. No material may be added.
 - e. No relieving or unshrouding of valves in the combustion chamber is permitted.
 - f. Stock valve guide diameter must be maintained.
 - g. Valve guide liners are permitted.
 - h. Modification to valve guides and bosses is not allowed.
 - i. Valve stem maximum and minimum diameters (+/- .005") must remain 1 1/32" for all manufacturers.
 - j. Valve guide location and angles may not be altered.
 - k. Solid steel valves or stainless steel valves only. No titanium or sodium filled valves allowed. No carbon fiber allowed.
 - l. Titanium valve spring retainers are allowed.
 - m. Valve head sizes are optional providing they maintain stock OEM valve positioning in valve guides (distance apart and angle).
 - n. Valve seat inserts are allowed for the purpose of repairing a head.
 - o. Milling or angle milling of the cylinder head is allowed.
 - p. No modifications to the combustion chamber allowed.
 - q. Any angle valve job is allowed providing it cuts concentric to the valve guide center.
 - r. No hand or other grinding, sanding, blending, or de-burring where a cutter or stone leaves off.
 - s. Intake and exhaust port openings must remain stock dimension, both height and width, and maintain stock location.
 - t. Inspection process will be conducted with the head on the engine but the method of checking will require the removal of the intake and exhaust manifolds. Heads will be removed to surrender to

track officials for appeal. The method of checking the legality of the heads will include inspection for welding and epoxy plus the use of 2004 go/no go gauges including:

- i. Height and width of intake port
- ii. Height and width of exhaust port
- iii. Intake runner ball to measure push rod area
- iv. Exhaust valve seat ball consisting of .531" diameter ball bearing that will be run around the valve stem with the valve fully opened. If the ball drops down through the valve seat in any position around the full circle of the valve stem, it will be deemed illegal.
- v. Intake valve seat ball will be used on the intake side using the same procedure as described on the exhaust side, except the ball size will be .787".

u. These methods of checking will be conducted whether the engine is hot or cold.

- 3. RODS:** OEM stock production or aftermarket solid steel rods are allowed. No titanium, aluminum, or billet. Rods may not be polished. Rod lengths must be OEM specs for the engine block used. Example: Chevy is 5.7", Chrysler is 6.125", Ford is 5.956". Rod type must match engine type. Ford in Ford, Chevy in Chevy, etc.
- 4. CRANKSHAFT:** Any steel or cast iron crankshaft is allowed providing it maintains stroke as manufactured for the engine block used. Aftermarket OEM replacement crankshafts with holes drilled through crankpins are allowed providing they maintain stock appearance and specs. No lightweight cranks. Crank must weigh a minimum of 48 lbs. Minimum rod journal is 2.100". Knife edging, narrowing, or cutting down the diameter of the crankshaft counter weights is not allowed. No polishing of the crank. Crank will remain in the engine for initial inspection, but signs of lightening as described may require the removal for weighing purposes.
- 5. PISTONS:** Any brand, three-ring flat top aluminum pistons only. No coating of any kind is allowed.
- 6. VIBRATION DAMPENERS:** Any steel or cast iron, stock OEM vibration dampener is permitted providing it is not machined or altered in any way. No fluid or friction dampeners are allowed.
- 7. CAMSHAFT:** Any make hydraulic or flat tappet allowed. No roller cams, roller gear driven cams, mushroom lifters or lash caps are allowed. Shaft rockers and stud girdles are not allowed. Engines with stock OEM shaft rockers are legal. Roller rockers with optional ratios are legal. Lifters must maintain stock OEM diameters. Lifter bores must remain in stock OEM positions and angles, but may be re-bushed for wear. A flat steel

lifter galley plate may be used to prevent engine damage in case of push rod failure.

- 8. INTAKE MANIFOLD:** Must be non-ported cast iron 2-barrel intake manifold stock passenger car only. Two optional non-ported 4-barrel aluminum single plane intakes for each make are permitted. For Chevy Weiland part #7547 and Edelbrock part #5001. For Ford Weiland part #7515 and Edelbrock part #5021. For Mopar Weiland part #7545 and Edelbrock part #5076. An adaptor plate for the above manifolds from BRP or other must be used. Air cleaner may not protrude out of hood. This might require the shortest intake manifold or no carb space.
- 9. CARBURETOR:** Any American stock OEM 2-barrel carburetor up to 1-11/16" throttle bore with no adapter plate is legal on cast iron manifolds. The Holley carburetor, part #4412 is acceptable and must run a maximum spacer adapter of 1 1/16" including gaskets. No modifications of any kind will be allowed to these carburetors except those listed below (box stock only). Conventional round type air cleaners only. Air cleaners that provide ventilation through the top cover (such as the K&N brand) are permitted. No air induction plastic carburetor inserts or other devices to direct air into intake. No air diffusers are allowed.

CARBURETOR MODIFICATIONS ALLOWED ARE LISTED BELOW;
ANY OTHER MODIFICATION NOT MENTIONED IS NOT LEGAL.

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports. Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.

10.IGNITION: Stock OEM distributors and coils only. No trigger ignition systems allowed. No Mallory or Accel ignitions may be used. On H.E.I. ignition systems, coils must remain in the distributor and system must remain as manufactured. Distributor advance plates may be welded. On point type distributors, coils must be stock. On any system used, only one coil will be allowed on the car. One 12-volt battery allowed.

11. LUBRICATION SYSTEM: No dry sump system is allowed. Oil must be in steel pan only. Oil pan must have 3/4" inspection hole for connecting rod verification on left side of pan. No external oil pumps or sumps-sumps

allowed. No form of engine evacuation system by internal or external driven pumps or by connection between exhaust system and valves covers, intake manifold or oil pan. Oil coolers will be permitted providing they are mounted under the left wing or under the hood only.

12.WATER PUMPS: Must be cast iron only. Radiator fan must be steel only. No electric cooling fans or pumps.

13.FUEL PUMPS: Must remain in and be driven as stock OEM equipment. No electric fuel pumps are allowed.

14.FUEL: Sunoco is the exclusive fuel of Fonda Speedway and the only fuel allowed for the use in the Pro Stock division. No other fuel company logos are allowed to be displayed anywhere.

15.CRATE ENGINE: Option for Pro Stock Class:

- a. The factory sealed GM crate engine part #88958602 is allowed for use in the Pro Stock class.
- b. The only variation from the 2004 Pro Stock rules is the use of a Holley 4777 or 80777 650 cfm 4 bbl.

Carburetor must maintain stock venturi and throttle bore dimensions: Primary venturi 1 1/4". Booster height must remain stock (no cutting or polishing). No visible modifications without disassembly. Go/no go gauge measurements valid on hot or cold carburetor. Carburetor maximum height measured from bottom of carburetor base to machine horizontal gasket surface of block will be 7" in both front and rear of block.

CARBURETOR MODIFCIATIONS ALLOWED ARE LISTED BELOW;
ANY OTHER MODIFICATOIN NOT MENTIONED IS NOT LEGAL:

- Holes drilled in the throttle plates for proper idling.
- Drilling, tapping and plugging of unused vacuum ports. Welding of throttle shaft to linkage arm.
- Drilling of idle or high-speed air correction jets.
- Milling of center carburetor body metering block surface a maximum of .015" on each side.
- Removal of choke plate and shaft.
- The jets may be changed as needed.
 - a. Engine may not have GM factory seals tampered with.
 - b. Weight is the same as a standard engine- 2850 lbs. no tolerance.

STREET STOCK

SECTION H – STREET STOCK DIVISION RULES

The Street Stock class is developed for entry-level racing and not a business. It is a CLAIMING class for the hobby/entry level driver and is not intended to be a high dollar car division. The class is not intended for drivers with previous experience. However, anyone with previous experience may request entry into the class. Management reserves the right to remove any driver who dominates this division, and Management reserves the right to make changes in the rules to ensure greater safety and equal competition.

The rules for stock car construction are made up with the following basic goals in mind:

1. To provide an enjoyable class of auto racing on a recreational, entry level.
2. All drivers must be at least sixteen years old and have I.D. and parents consent as needed.
3. To create rules that protect the integrity of traditional "stock car racing" and make possible equal competition among the many different stock car parts available to race car builders, and to encourage builders to use their imagination and skill and not just their money in their efforts to build a winning race car.
4. Because of the many types of automobiles that can be built under these rules, it is impossible for these rules to provide for every situation that might occur. Accordingly, the pit steward or race director is given discretion, following the intent of the above goals, to rule on any matters not covered specifically in these rules.
5. A word of warning to street car builders: these rules are intended to keep the cost of purchasing and preparing a competitive car as low as possible. Money spent on a street stock car should be used to make the car safer, not faster.

CAR AND BODY SPECIFICATIONS

1. Stock class cars must be 1960 or newer American made stock passenger cars.
2. These are cars off the street with modifications for safety and not made of racing parts. The Street Stock class is open to closed passenger cars; no convertibles, station wagons, trucks or military vehicles are allowed.
3. Wheel base minimum will be 108" with a 1/2" tolerance.
4. All bodies must be steel or strictly stock.

5. After market nosepieces will be allowed and must be mounted securely. Track officials must approve all installations.
6. FULL floorboards must remain intact with metal firewalls separating the driver from the engine compartment and trunk area. All holes in the fire walls will be covered with non-flammable material.
7. All glass, upholstery, plastic, rear seat, mirrors, and chrome will be removed.
8. All doors will be welded or bolted shut.
9. Fenders may be reasonably trimmed for clearance only. Inner fender wells may be removed.
10. All hoods and trunks must be steel and securely fastened.
11. There will be no air scoops, spoilers, ground effects, or wings allowed.
12. All cars must have an aluminum racing seat securely fastened to roll cage with at least six 3/8" mounting bolts with washers and locking nuts. Grade eight bolts are recommended.
13. Fuel cells are mandatory and must be securely mounted in trunk and in center of vehicle between frame rails. A fuel tank protection bar is mandatory, mounted frame rail to frame rail no higher than fuel cell.
14. Drive shaft loop is mandatory and must be constructed of at least 1/4" by 2" steel. The loop will be mounted no less than 6" back from front of drive shaft. Drive shaft must be painted white.
15. Brakes on all four wheels are mandatory and must work. Brakes will be checked at random and any vehicle found in violation of this rule will not be allowed to race until such defect is corrected and inspected by track officials. NO EXCEPTIONS!!
16. Bumpers must be in stock location. Bumpers may be capped to fender. Bumpers must be securely fastened to chassis. Bumpers with shocks will be welded solid.
17. Frames may be X braced. Unibodies must be tied to front frame and to rear frame.
18. Sharp edges, torn fenders, and body panels will be repaired before the next race.
19. All pedal assemblies must be in stock location. No brake bias allowed.
20. All batteries must be accessible from under the hood only. Only one battery per vehicle and must be securely fastened. Battery must be concealed from drivers compartment in case of an accident the contents won't come in contact with the driver.

TRANSMISSIONS & REAR ENDS

1. Transmissions must be O.E. M. automatic with torque converter or disc-type clutch on Manual transmissions only. No disc clutch is allowed. **NO ALUMINUM FLYWHEELS**. Steel bell housings only
2. Rear end must be locked.
3. Rear end gear limit 4.10 to 1.
4. No truck type rear ends allowed. 9" Ford rear allowed but must mount in stock mounts for make and model.
5. Five 1" lug nuts mandatory.

ENGINES

1. Engine must be stock for that year, make and model in the original mounts. 350 ci for GM, 351ci for FORD, and 360ci for CHRY, max. cubic inch, with .040 allowed for clean up on wear. (GM, FORD, CHEVY)
2. EXHAUST MANIFOLDS (No headers) must be cast iron exhaust manifolds. **NO** center dump type manifolds. Exhaust must extend past fire wall and drivers seat mounted securely. Mufflers are required.
3. HEADS, any steel unaltered stock heads are allowed. Passenger car type only, **no** marine, truck or bow-ties allowed
4. INTAKE MANIFOLD, must have approved OEM cast iron two-barrel passenger car type intake. Absolutely no modifications to the intake manifold allowed. No spacer under carburetor.
5. IGNITION, Stock OEM ignition only.
6. RADIATORS, any stock passenger type allowed, aluminum radiators are allowed but must be stock type. **NO racing type radiators**. Overflow tubes must be directed to the ground between frame rails.
7. FLYWHEELS , **NO** modular or aluminum flywheels
8. WATER PUMPS, **NO** aluminum water pumps.

CARBURETOR

1. All cars must run stock (2) barrel carburetor. May remove chock but **NO** other alterations allowed.
2. **NO ELECTRICAL FUEL PUMPS ALLOWED**.
3. Pump gas only. **NO** additives.
4. **NO** Holleys. No adapter plates.
5. Carburetor may be claimed for \$50 following engine claim procedure.

ENGINE CLAIM RULE

1. There will be a \$500 cash claim on engine, **WITH EXCHANGE** (PERSON CLAIMING MUST GIVE UP THERE ENGINE) \$25 of this goes to wrecker for pulling engine.
2. Claims must be made to the pit steward, with \$500 cash. A valid Fonda license must accompany declaration of intention to claim.
3. Claim does not include:
 - *Flywheel * Fan and pulleys
 - * Clutch * Clutch bail
 - * Pressure Plate * Clutch arm
 - * Bell housing * Throw out bearing
 - * Exhaust manifolds * Dipstick
 - * Carburetor * Water pump
 - * Starter * Fuel pump
 - * Motor mounts * Distributor
 - * Sending units & switches for * Plug wires
 - * oil pressure & water temperature
4. First three finishers must report directly to claim area and top three cars are subject to engine claim by any other DRIVER finishing fourth on back on the lead lap. Only one claim per driver each night regardless of the outcome of the claim. In case of multiple claims on the same engine, it will go to the claiming driver finishing farthest back.
5. Driver making claim must drive his racecar immediately after finish of feature under its own power, directly to the claiming area.
6. ONLY DRIVERS AND OFFICIALS ALLOWED IN CLAIMING AREAS.
7. Claims must be made within 5 minutes of end of feature race. Claimed engine must be removed completely within one (1) hour from the time claim is made and driver agrees to sell engine to driver making claim.
8. Failure to sell a claimed engine will result in disqualification with loss of money and points for race. Driver and car will be suspended for a period of four racing events (to be carried over to the next racing season) and a fine of \$500. Car and driver will not be allowed to compete until fine is paid.

TIRES & WHEELS

1. Stock (O.E.M.) passenger tires only. MAXIMUM WIDTH 8". Or (track tire American racer s/n (KK704) G60-15 available at the track)
2. No mud, racing, fancy, exotic, trick or gumball tires allowed.
3. No sipping or grooving allowed.

4. No mag wheels allowed. Spoke steel wheels allowed.
5. Maximum 8" wheel. One-inch lug nuts required. Reinforcing of stock wheels mandatory.
6. Tires must be the same on all four corners either all 12" or 15". Larger tire in that size range may be run on right side for better handling.

SUSPENSION

1. Must be stock type suspension, some reinforcing (double nuts, washers) is allowed.
2. Any after market tubular upper A arms are allowed, must be one piece steel, non-adjustable cross shaft, steel only, **stock** ball-joint
3. No add on quick steer boxes. **NO AFTER MARKET PARTS ALLOWED.**
4. **NO** racing shocks, springs, etc. ANY shock may be claimed for \$50, following engine claim procedure.
5. **NO** spacers, lumber or chains allowed.
6. Larger coil on right front **ONLY**.

ROLL CAGE

1. Same as Pro Stock.
2. Roll cage must be 1 ½" outside diameter 1/8" wall thickness, seamless round steel tubing only. **NO** soft metals (aluminum, etc.) allowed.
3. Mandatory 6-point cage must surround driver with uprights mounted on right and left sides of frame behind the driver, one on each side.
4. The four bars joining the uprights in a horizontal plane above driver's head must be at least two inches above helmet height when strapped in the car.
5. There must be at least three horizontal door bars on both sides of the car connecting uprights. At least one bar must extend to the outer door skin for added driver protection. These bars must have at least one set of vertical supports between the uprights.
6. The left and right uprights in front of driver must be connected with at least one horizontal bar at dash height.
7. At least one diagonal support bar on left side of chassis from top front of cage down to the right side.
8. All junctions of two or more tubes in the cage must be gusseted for additional strength with at least 1/8" plate steel gusset.
9. Threaded pipe, pipe fittings, lap welds, soft metals like aluminum, angle or channel iron and flush grinding of welds are not permitted.
10. ALL cage bars within 18" of driver's body, extended arms and legs, head, etc. must be adequately padded for protection.
11. All roll cages are at the technical inspectors discretions for the safety of the driver.

12. These are the minimum allowable requirements, and of course more are preferred.

SAFETY AND DRIVERS EQUIPMENT

1. Window nets are mandatory.
2. All cars must have shock resistant roll bar padding on all bars that the driver's head may come in contact with. Steering wheel center must also be padded.
3. All cars must have 5 point harness securely fastened to CAGE with 3/8" bolts.
4. All drivers must have and wear a SNELL **2000** OR NEWER APPROVED HELMET. (Full face recommended.)
5. All drivers must wear an approved fire suit. Racing **gloves and head socks are mandatory**. Arm restraints, gloves, racing shoes, fire retardant underwear and neck brace or padded strap are recommended.
6. All cars must have a full windscreen with 1" by 1" opening screen. Must cover entire windshield top to bottom, left to right. (no chicken wire or aluminum).

GENERAL RULES ALL DIVISIONS

SECTION I- PROCEDURAL RULES

1. All Modified, Sportsman, Pro Stock, Street Stock and IMCA are required to be outfitted with a one-way radio system. Raceceiver or approved Racing Electronics are recommended. One-way radio systems will be in operation at all times for safety and to assist in line- ups from race control.
2. All Modified, Sportsman, Pro Stock and IMCA cars must be outfitted with a working AMB transponder throughout the race program. It is the responsibility of the individual driver to have a working transponder. Any scoring protests that arise will be disallowed if transponder is not in use or not transmitting. AMB may be contacted at 678-816-4000.
3. No drinking of intoxicants by any participants (driver, owner, crew member) allowed at any time immediately before or during the race program.
4. At all race events, the driver and car owner assume responsibility for the actions of their respective pit crew. The driver and/or owner shall be the only spokesperson for the car and pit crew.
5. Anyone taking physical action against an individual or personal property, for any reason, may be fined a minimum of \$100 and suspended for two (2) weeks. If owner, the suspension includes the owner's car. Suspension and fine may be extended at the discretion of Fonda Speedway management.

6. No one shall enter the judges tower during a racing program unless by invitation by track management.
7. Anyone deliberately disobeying an order of any official may be subject to a fine not to exceed \$100 plus suspension.
8. Members and non-members shall comply with all rules. Fonda Speedway officials reserve the right to stop sale of tickets or honoring passes/licenses to anyone in violation of the rules contained in this rulebook.
9. Any driver or owner found violating these rules or specifications may be subject to a fine, expulsion, or both depending on the case.
10. Only safety crews and wrecker crews are allowed on the track in the event of an accident. Pit crew members are not allowed on the track.
11. Under caution, no repairs may be made on the track. A driver must pull off the track to make any repairs no matter how minor. During restarts, if a car needs any attention and pulls off the track for any reason, the car must restart in scratch position.
12. All drivers must be ready to compete and have their cars in line before each event enters the track or may be sent to the rear. Each car must be self-starting and must start each event under its own power or will go to the rear. All cars must leave track's designated place of line-up under its own power. If officials stop cars, they may be push started and maintain position on the track. This includes red flag situations.
13. All cars must take the initial green flag to be eligible for payoff and points. Any car that is unable to start the race may not join the field after the green flag lap.
14. Starter has complete charge of the track while the race is in progress. No protests are allowed on a starter's decision.
15. If there is a caution before the first lap is official, the field will be completely restarted, except the car or cars bringing out the caution go to the rear of the field.
16. In weekly shows where caution laps do not count, the car or cars that bring out the caution must go to the rear. In races where caution laps do count any cars involved in or which spins, slows, or stops to avoid an accident where the yellow flag is displayed must pick up its position in the field wherever it regains its momentum. All others maintain position. At the discretion of track officials, a car may be put to the rear of the field for adding to a yellow flag situation.
17. On a caution or red flag, any car going to the infield or pit area must fall to the rear of the field upon return to the track.
18. All restarts will be double file until the halfway point. From then on, single file. Lapped cars should drop to the inside of the track after halfway.
19. Any driver causing excessive delays in a race may be disqualified at the starter or race director's discretion.

20. The starter and/or race director determines rough riding. Fines and/or disqualification will be at their discretion.
21. If unforeseen circumstances prevent the completion of the advertised distance, the race will be considered official after the halfway mark has been reached.
22. Any driver changing divisions may do so after approval of handicapper. Drivers are allowed only one division change per season. Exception being IMCA.
23. No cars may be pushed past the flagman at the end of pit road. Under no circumstances is any car to be pushed or towed onto the racetrack from the pit area when the races are in progress.
24. In any race where the cautions count all finishes will be two green laps.
25. Pit parking is as follows: Front (pit wall) Modifieds have first priority, followed by Sportsman and then either Pro Stocks or IMCA. In any dispute highest finisher in track points from the preceding season prevail.
26. Cars entering the pits for repairs during the running of race must use HOT PITS. If you enter main pits it will be assumed that you are out of competition and must not return to track until conclusion of that race.

SECTION J – FLAG RULES:

Any driver who does not obey the flag rules will be subject to disqualification. Where light signals are also used, a definite understanding concerning these signals in relation to the flag will be made before the race.

GREEN FLAG – Start of race

BLUE FLAG with YELLOW STRIPE or MARKER – Passing flag to indicate slower cars that faster cars are coming up behind

YELLOW FLAG – Caution, go-slow, single file, hold position – NO PASSING

RED FLAG – Danger, race stops immediately

BLACK FLAG – Go to pit area immediately for consultation

WHITE FLAG – One lap to go

CHECKERED FLAG – End of race

GREEN FLAG

On an original green flag, all cars must stay in line until past the starter's stand. On restarts, racing resumes immediately upon display of green flag. Pole man (leader) sets the pace and has the option of row. Restarts are on the backstretch.

Passing is not allowed until pass the cone. Cars passing prior to reaching the spot will be penalized. Penalty will be determined by the track.

YELLOW FLAG

The yellow flag signifies caution and will be given to the first car passing the starter. After the yellow flag is displayed, cars must slow and hold position until either the green or red flag is displayed.

1. In regular shows where the caution laps do not count, the car or cars that bring out the caution must go to the rear.
2. In races where caution laps count any car involved in or which spins, slows, or stops to avoid an accident where the yellow flag is displayed must pick up its position in the field wherever it regains its momentum. All others maintain position. At the discretion of track officials, a car may be put to the rear of the field for adding to a yellow flag situation.
3. Any car falling out of position during a caution flag must pick up its position wherever it regains its momentum. If the field passes him, he must fall in at the rear. The only exceptions are if the car is coming to the start/finish line to either check his position or inform the starter of track hazard. (The rule is designed to keep the race under as little delay as possible. Sometimes it will work to a driver's advantage, other times to a disadvantage but knowing the rule will help get the race restarted efficiently).
4. When a pace car is used, no car may pass pace car unless directed to do so by an official. If the pace car is passed, the driver does not get a lap back but is then the last car a lap or more down.
5. Cars passing under the caution will be penalized a maximum of (2) positions for each car passed at the discretion of the officials.
6. When the caution flag is displayed, cars must fall into single file, with passing cars giving way to the car ahead at the time of the caution. A passing car must be completely ahead at the caution to assume the forward position. Cars will then go to a doublewide formation for restarts up to the halfway distance of the event.
7. In all events in which yellow flag laps count, all laps will count even beyond the advertised distance of the race. The race must finish with the consecutive green – white – checkered flag laps. The winner of the race will be the first driver to receive checkered flag, having gone the furthest distance in the least amount of time.
8. Scoring under the Yellow will revert to last completed lap.
9. Cars entering the pits during the running of a race for any reason must use Hot Pits for repairs. If you enter general pit area (it will be assumed that you are out of race) and you must remain in pits until conclusion of race this is to stop speeding in the pits.

RED FLAG

1. In the event of a red flag all cars must come to a complete stop. Cars needing to pit may safely exit to the pit area. All others remained stopped until the yellow flag is displayed. A driver may do any work on the car he is able to do without tools on the track. If work must be done in the infield or pit area, the car restarts at the rear of the field.
2. Unless officials change the procedure, the laps under caution after a red flag situation will not count until green flag is again displayed. A combined display of yellow and green flag may be used to resume counting laps in this situation.
3. In the event of a red flag situation after enough laps are counted to call the race complete, and the event cannot be completed in full, the last scored lap will be used to determine the official finishing order. Any driver going into the pits while the red flag is out will be scored behind all cars completing the same number of laps.

BLACK FLAG

1. Drivers may not continue in the race after receiving the black flag without consultation. Driver must slow down, keep clear of other cars in the race and retire to either the pits or infield at the first opportunity. Drivers receiving the black flag will not be scored after receiving the black flag for three consecutive laps. Failure to obey black flag may result in disqualification or suspension.
2. Black flag does not mean automatic disqualification.
3. Drivers will be informed of rules or safety violation on tracks one-way radio.

BLUE AND YELLOW FLAG (Move over or passing flag)

1. This flag will be displayed to a driver to tell him that he is about to be lapped by a leading car. The lapped car must obey by allowing the lapping car or cars to go by.
2. A driver who uses the Blue and Yellow Flag to an advantage by passing a car which has slowed to obey the flag, in discretion of starter, will be penalized an appropriate number of positions.
3. A driver who ignores the Blue and Yellow Flag, in discretion of the starter, will be disqualified or penalized an appropriate number of positions.
4. Lap cars will move to inside of track surface.
5. On restart lap cars will maintain their position.

WHITE FLAG

1. When the white flag is displayed under green, it means you have begun your final lap.

2. During yellow situation, starter may display white flag to indicate the green will come out in one more lap.

CHECKERD FLAG

1. When checkered flag is displayed, it means the race is finished. When the required race distance has been completed by the lead car, or at the discretion of the starter, the race will be declared official. (The starter will determine final disposition of any flag dispute).
2. When the checkered flag is given to the leader, the balance of the field receives the checkered flag in the same lap. Finishing positions will be paid off according to most laps traveled in the least amount of time, regardless of whether the car is still running or not.
3. The feature race winner must bring his car to the starting line and must participate in victory lane ceremonies, if applicable. The race winner is to remain in victory lane until released by the officials in charge of the event.
4. It is a normal practice for top-5 finishers to report for a complete technical inspection. It is up to each race team to know where the inspection area is for each event and ensure that their car reports directly to the inspection area after the checkered flag. Failure to do so may result in a fine and/or disqualification. What constitutes a complete technical inspection is at the discretion of the race promoter or technical inspector at each event.

SECTION K – HANDICAPPING

1. Fonda Speedway handicapper will assign car numbers. Whenever possible, requested numbers will be assigned but the handicapper reserves the right to issue all numbers in order to prevent duplication and maintain points and maintain proper records.
2. All numbers and letters will be limited to three (3) digits. If three digits are used two shall be primary numbers.
3. If the numbers '3', '6', or '9' are used, make sure they are distinguishable. It is recommended that competitors not number their cars with gold or silver Mylar numbers that are not easily distinguishable by scorers.
4. Team cars must be clearly distinguishable from one another and use a different number or letter.
5. Number of cars to be qualified in each heat will be decided by the track handicapper and announced before the first heat of each event.
6. A driver may attempt to qualify only once during qualifying heats. A driver may attempt to qualify a second car in the consolation events. Driver must drive the last car qualified in the feature race. The other

car(s) are not eligible. Both a car and a driver must be qualified to race except for guaranteed starters who may run any car. On postponed events or events that are more than one day the driver is qualified and may run any Fonda Speedway legal car without forfeiting starting position.

7. It is the responsibility of the driver to report driver changes to handicapper. Drivers that change cars must start the feature from the rear.
8. No car or driver can compete in two (2) or more classes at a given sanctioned event, unless by invitation or with approval from handicapper.
9. Points are official when posted on the pit board or in the official program. If there is a mistake, owner or driver has five days from posting to protest.
10. Handicapping on opening night will be draw. Second and third week will be on money won from previous weeks. All handicapping thereafter will be based on a three-week average of money won.
11. Any driver missing three consecutive weeks will be handicapped as a new car.
12. Drivers must attempt to qualify to be eligible for handicapping.
13. Absent drivers will be credited with fifth place money in the feature.

SECTION L – POINT BREAKDOWN

The following points will be awarded in each class for each point race, unless otherwise notified:

| | |
|-------|-------|
| 1. 60 | 14.30 |
| 2. 56 | 15.28 |
| 3. 52 | 16.27 |
| 4. 50 | 17.26 |
| 5. 48 | 18.25 |
| 6. 46 | 19.24 |
| 7. 44 | 20.23 |
| 8. 42 | 21.22 |
| 9. 40 | 22.21 |
| 10.38 | 23.20 |
| 11.36 | 24.20 |
| 12.34 | |
| 13.32 | |

SECTION M – MEMBERSHIP LICENSE

1. All drivers/owners/crewmembers pay a \$75.00 fee (U.S. Funds) to be a Fonda Speedway member. Members must conform to the rules of this rulebook.
2. Only Fonda Speedway licensed drivers are eligible for the Fonda Speedway point fund monies. These drivers must meet all conditions set forth by Fonda Speedway to obtain point fund money and those contingencies established with individual sponsors.

SECTION N – PROTESTS

1. Any effected Fonda Speedway licensed driver or owner may, as a matter of right, protest any violation of the rules, including specifications, for the feature event only. Visible protests must be made 20 minutes before feature events. If a tool or mechanical device is needed by an official to determine a car's rule compliance that is not a visible protest situation the official's measurement is presume to be correct, absent a showing of a mistake or prejudice.
2. All protest involving a particular event must be in writing specifying matter of protest and must be received by the chief Stewart no latter than ten (10) minutes following the completion of the feature event. Each separate protest must be given to the pit steward accompanied by a \$100 protest fee (U.S. Funds), with the following exceptions:
Bore and Stroke \$300.00 (U.S. Funds)
\$250 (U.S.) going to the protested car if legal or \$250 (U.S.) returned to the protester if car protested is illegal. \$50 (U.S.) goes to the inspector.
\$100 (U.S.) each additional item protested
3. A protest of race results may be verbally made to the pit steward within five (5) minutes of the official announcement of the order of finish. A recheck of scoring will then be made if necessary and these results will be considered final. The scorers will consider only driver protests on racing results. No appeal of the scorer's final decisions will be allowed.
4. Any car found illegal under protest, and/or pre- or post-race inspection at the discretion of officials shall receive a fine and/or loss of track points, and/or loss of finishing position for that event, and/or outright disqualification from that event, and/or definite or indefinite suspension from Fonda Speedway at the discretion of the promoter. If the promoter at his/her discretion fines the offending driver in lieu of

disqualification, the remainder of the field will NOT be moved up in the finishing order. The proceeds of the fine will be allocated to the Fonda Speedway point fund. The decision of the promoter to fine in lieu of disqualification and the amount of the fine are not appealable or subject to appeal and these decisions shall be reasonably made at the discretion of the promoter.

5. If a race result is protested, the track promoter can, at his/her discretion, delay purse distribution until the appellate board ultimately decides the matter.
6. Fonda Speedway management reserves the right to refuse any protest if the protest is deemed unnecessary and/or being used for harassing purposes.
7. Track scales are the official scales at each race event. No protest or appeal allowed on scale official's decision.

SECTION 0 – APPEALS

1. Fonda Speedway has established a Grievance Board of Appeals to rule on appeals. Fonda Speedway track management will appoint members of the board.
2. The board will meet whenever necessary to decide any meritorious appeals which must be made in writing and handed to the pit steward. The Appeal Board may also determine any necessary amendment to the rules or interpretations. Chairman decides whether an appeal is meritorious. When an appeal is requested by either the driver or the owner, Fonda Speedway licensed only, in writing, they must surrender parts or parts in question. A receipt will be given to them upon surrender of parts, but parts will not be returned to them until after the appeals hearing is concluded.
3. The board shall meet at such places and at such times as are necessary for the efficient and speedy disposition of its business.
4. A majority of the members of the board voting must concur to modify any penalty or determine any appeal. If the Board fails to agree on action to be taken on appeal, the appeal shall be referred to Fonda Speedway management for decision.
5. The procedure for the hearing is as follows:
 - a. First, the decision of the official or officials shall be put into the record.
 - b. Second, the contents of the written appeal shall be put into the record.
 - c. Third, the aggrieved member(s) will state their case and call any witnesses to support the case. Hearsay evidence is admissible.

- d. Fourth, the official(s) will state their case in support of the decision from which an appeal is being made, and call any witnesses to support that case. Hearsay evidence is admissible.
- e. Fifth, the member(s) will make any desired rebuttals, additions to the records, or summations.
- f. Sixth, the official(s) will make any desired rebuttals, additions to the records, or summations.
- g. At any time during the hearing, members of the appellate board will be given the opportunity to ask questions of anyone present at any time in the hearing.
- h. The members of the appellate board will deliberate in private and make any determination, decision, or recommendation by a plurality vote of those members voting.
- i. Lastly, all interested parties must be reasonably notified of the board's decision.