

Route 66 Motor Speedway

**Loop 335 and SE 46th
Amarillo, Texas
806-335-3478**

**Office: 3601 Amarillo Blvd. East
Amarillo, Texas 79107**

Phone No: 806-381-0033

Fax No: 806-381-0046

Table of Contents

General Rules.....	1
Preface	1
Rule Book Disclaimer	2
Common General Specifications.....	3
Inspection of Cars.....	3
Age Limit	3
Conduct	3
Illegal Equipment	5
Lineups	5
Flags.....	6
Track Courtesy.....	6
Accidents and Restarts.....	7
Prize Money and Payoff Procedures	9
Dispute and Protest Procedures	9
Post Race Inspection	9
Insurance.....	10
Claims	11
Sponsors.....	11
Private Property	11

Table of Contents (cont.)

General Rules

Official Responsibility	12
Agenda	12
Rule Infractions	12
Rain Policy	12
Track Access	12
Competitive Features.....	13
Qualified Drivers and Cars	13

New Safety Rules

14

Tech

14

Limited Late Model Rules.....

15

Street Stock Rules

19

Limited Modified Rules

28

Modified Rules.....

28

Route 66 Motor Speedway **General Rules**

In order to participate in racing events at ROUTE 66 MOTOR SPEEDWAY, conducted by ROUTE 66 MOTOR SPEEDWAY, INC., all persons must first complete an application form and be approved by Bill Worthen, President of ROUTE 66 MOTOR SPEEDWAY, INC., for entry. ROUTE 66 MOTOR SPEEDWAY, INC. reserves the right to reject in the sole discretion of its president, the application of any prospective entrant and to revoke, in the sole discretion of its president, any and all applications previously accepted and to reject the entry of any car previously registered, with or without cause, without prior notice or hearing. Once an application is approved and unrevoked, these rules shall govern the conduct of race events at ROUTE 66 MOTOR SPEEDWAY, INC.

The rules set forth in this booklet shall be effective for 2015, subject to amendment, and shall constitute the laws and regulations governing the conduct of race events at *Route 66 Motor Speedway*. The Competition Council has carefully compiled these rules, and we feel that while they may not match everyone's exact desires, they are the best rules possible.

We urge you to study carefully this booklet in order to be familiar with its content.

With each new season we will attempt to keep in step with the times and try to develop rules that will minimize the cost of competition despite continuous increasing costs, so that the greatest number of competitors may take part in our sport. Every organization, to be successful, must have good rules and enforce them fairly. We believe these rules are fair for all competitors.

PREFACE

These rules are designed to provide for the orderly conduct and safety of racing events and to reduce the always-present risk of injury to both participants and spectators. These rules shall govern the conduct of all events, unless otherwise specified. By taking part in these events, all participants are deemed

to have agreed to comply with these rules and their amendments. ROUTE 66 MOTOR SPEEDWAY, INC. reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant and without any notice. Such amendments shall be distributed.

Auto racing is a competitive sport, but like any other attraction that lives from the support of FANS, there is a great deal of SHOWMANSHIP and PUBLIC RELATIONS required. Starting on time, running events in a PROFESSIONAL manner, proper uniforms, race cars brightly painted, and the CONDUCT of the competitors both on and off the tract MUST be considered for its survival and growth.

Special events, races, procedures, or other activities may be added to the schedule or program and separate rules and guidelines will be issued. All participants should attend the driver's meetings and/or ask questions if they don't understand something or there is an area of conflict.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth in the rulebook and herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by taking part 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 OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participant, spectator, or others.

The race **directors** shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

COMMON GENERAL SPECIFICATIONS

All cars must have bright paint jobs and easily read numbers. Numbers are required on both sides of the car and on the roof (to be read by the scoring tower). **Metallic or foil numbers are not permitted, as they cannot be seen at night to score.** Cars without numbers or with illegible numbers may be placed at the rear and/or may not be scored. Numbers must be no more than two digits and must be registered with track.

See specific rules for each car class for more information.

INSPECTION OF CARS

All cars must be safety inspected prior to their first race. Cars will continue to be inspected on routine and/or periodic basis. Note that even though a car was allowed to compete in a previous event is no guarantee that the car is legal or safe. Any person (driver, owner, crew, etc.) that alters a car to the extent that it is made illegal after the technical inspector has deemed it legal will be dealt with severely.

AGE LIMIT

Drivers must be at least eighteen (18) years of age and show proof of age, such as a valid driver's license. Anyone under the age of eighteen (18) years must have minor's release and indemnity agreement signed by the minor's parents or guardian in the form approved by ROUTE 66 MOTOR SPEEDWAY, INC. before entering the pit area.

CONDUCT

The rules and regulations set forth in this manual are designed to provide for the order of conduct of racing events and to establish minimum acceptable requirements for such events. All drivers, car owners, pit crew, or other participants are expected to know and abide by the rules, ignorance will not be tolerated as an excuse. At any time the conduct of any driver or crew member is, in the sole opinion of the president of ROUTE 66 MOTOR SPEEDWAY, INC. a discredit to or disruptive of the race track, auto racing, the officials, other participants, or to himself, his application may be rejected or revoked; and he may be excluded from SPEEDWAY and participation in any future racing events at SPEEDWAY without prior notice or hearing.

The driver is responsible for all the people associated with his car (crew, friends, spectators, etc.) If you cannot be ladies and gentlemen, we do not need your participation at the racetrack. Any continuing problems from the same or related individuals will result in permanent suspension. Courteous conduct from all participants is expected at all times.

Profanity in front of race fans, officials, or others will not be tolerated. This includes the rule: No one, including your associates, is allowed to dispute a decision at the flag stand or in the scoring tower. This behavior is too disruptive.

Improper conduct, lack of cooperation with officials, violation of the rules, or an attempt to influence another competitor to violate the rules may mean forfeiture of prize monies, suspension, fine, or revocation of approval to participate in future events by ROUTE 66 MOTOR SPEEDWAY, INC., ACTING THROUGH ITS PRESIDENT, BILL WORTHEN. All fines (by the track) will also mean that the driver is suspended until the fine is paid. Suspensions will be decided by a majority vote of a group of track officials comprised of: the track owner-promoter, the official involved or closest to the scene and the head scorer.

The official's decisions will be final on all matters. Fighting is an automatic two-week suspension and a \$200 fine, at a minimum. A second offense will result in a suspension for the entire season.

No driver may get out of his car on the track or infield to argue or discuss the race with the starter, other drivers, or officials. Furthermore, a driver is expected to participate in every event that it's possible for him to run. If this section is violated, the driver may be disqualified for the remainder of the event, fined, and/or suspended according to the decision of the officials.

Drinking of alcoholic beverages by participants during or before the racing program will NOT be allowed. Alcoholic beverages are not allowed in the pit area until the race program is COMPLETELY over. We expect your full cooperation in this matter.

Anyone one caught in what is considered, in the opinion of the officials and/or track medical personnel, to be intoxicated, in possession of, or under the influence of alcohol, drugs, or narcotics will be fined and/or suspended according to the decision of the officials. For purposes of this section, the driver shall be responsible for himself, his crew, associates, and anyone in and around the vicinity of his car or pit area.

ILLEGAL EQUIPMENT

Route 66 Motor Speedway is geared towards close competition and lots of fun at prices that participants can afford. Any use of illegal equipment in violation of the rules will result in the confiscation of such equipment plus possible fine, loss of prize money, trophies, points, and/or suspension of the car and driver. Additionally, any driver using illegal equipment or parts in the engine or attached parts, i.e., carburetor, transmission, rear end, clutch, or other part of main drive train will be penalized all year-to-date points in addition to any other fine and/or penalty. The officials in rare and unusual circumstances may waive this penalty.

If in doubt about the legality of any part, please ask us before buying the part. Another general guideline is the more costly the part, the more likely it is illegal. **If legality of a part is in question, the burden of proof rests with the driver to provide satisfactory and concrete factual evidence establishing the origin and legality of the part.**

Anything not clearly covered in the rules must be discussed and approved by the Speedway Tech Official.

LINEUPS

Cars must line up when called or start scratch. If car is not in place when track gate is closed, it will not be allowed in race.

FLAGS

- **Black Flag:**
Something is wrong. Pull off the track and consult with the officials if the problem is not known. Any driver who ignores the black flag will be disqualified for the remainder of the program.
- **Yellow/Green Flag:**
Danger on track. Continue to race with caution.
- **Green Flag:**
The race is on.
- **White Flag:**
You are entering the last lap.
- **Checkered Flag:**
The race is over, slow down, and exit into the pit area.
No victory laps.
- **Red Flag:**
Track is blocked, stop immediately, then proceed with caution to turn 4.
- **Blue/White Flag:**
Move over flag.

All cars must take green flag to receive any points.

Special events or extra lap races may be lined up differently. Separate, more detailed procedures may be posted, or you will receive information at the drivers' meeting.

Once the green flag falls, but not before, the race is on and you are permitted to pass another competitor. Any car jumping on a start or restart before the green flag is displayed will start scratch. This penalty will occur at the next restart.

TRACK COURTESY

All flags or calls are made based on the best judgment of the official or officials within the time necessary to make the call. Since some calls are a judg-

ment on the part of the officials, and although they always try to make the correct decision, sometimes they may error and appropriate corrective actions will be taken.

Also, sometimes a driver may feel that the official's call is incorrect; but he should remember that the official made what he thought to be the best call. The driver may remember a time when he got by on an occasion when he should have been caught. Our racing is hobby racing; let that control the situation, not anyone's temporary emotions.

The general rule is for the slow cars to stay down low on the track while the faster cars pass on the outside of the track. In rare cases, a car can pass on the inside. However, if that car cannot pass the other car cleanly and down one straight-a-way, it should pass on the outside.

Any driver intentionally driving (on or off the track) in such a manner as to endanger other cars or persons, or bumping or spinning the car ahead, will be disqualified. **Ten (10 mph or less speed limit will be enforces on driveways in the pits. Driveways must be kept clear at all times.**

Reckless driving, speeding, or spinning of tires in the infield or in the pit area will mean disqualification and a \$25.00 fine. Second offense will be \$50.00 and third will be a two-week suspension.

Any driver having trouble controlling his car on a consistent basis should voluntarily ask to be put at the back, if he does not, the official has the option to put him on the rear until the problem is corrected.

ACCIDENTS AND RESTARTS

On a restart, cars line up in a position of the last fully completed lap before the red flag appeared. A lap is considered complete if more than half of the cars have crossed the finish line before the red flag. **The car or cars that caused the accident or were involved in the accident, if determinable, will be placed to the rear of the field.**

Cars unable to continue only because of a blocked track will be allowed to return to their racing position. All cars must stop as soon as possible under a red flag. Once stopped, the driver may get out to check his car, but only if car is parked on the apron of racetrack.

In case of an accident before the completion of the first lap, the cars will line up, two abreast, in their original starting positions, except for those who were involved in the accident. They will be placed in the rear of the field. Restarts after the first lap will be in single file. All cars must line up nose to tail. All cars must pass the cone on the outside, and must not pass until they pass the cone.

In case of an accident where the red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined in the order according to the last completed lap. The event will be restarted with two laps to go (a green flag lap, white flag lap, and then the checkered flag).

In the case of the red flag coming out after the checkered flag is displayed to the race winner, the race will be scored as the cars crossed until the red flag flew and then in the order of the last completed lap, except for those causing the red flag.

Any intentional spinning of any car may result in a suspension and or fine as determined necessary by track officials.

If you go to the pit for any reason, you will automatically go to the back.

Any car that is multiple laps down may not be allowed back on the track.

Rear-end bumping must be avoided. If your car has enough power to bang another in the rear, then your car has enough power to pass on the outside. Rough driving will not be tolerated; including driving in a reckless manner that causes an accident either directly or indirectly. Any car not obeying this rule will be either sent to the back of the field or disqualified.

Cars stalling or spinning out on their own, causing a red flag, will automatically go to the back and may be put 1 lap down or may be disqualified if repeated. If a driver spins into the infield, he can re-enter the race, but must do so in a cautious manner and merge into the field of cars on the front straight away, so as not to interfere with them.

PRIZE MONEY AND PAYOFF PROCEDURES

All prize monies will be awarded and paid only to the registered driver or car owner. Payment of prize monies may be delayed if there is a question regarding the amount or who should receive the monies. All prize monies must be picked up immediately following the evening's program or at the next event; otherwise, they will be considered forfeited.

DISPUTE AND PROTEST PROCEDURES

Any disputes or questions of flags, technical rules, or other decisions must be made by the driver only, **NOT THE CREW OR OTHER PARTY**. Any disagreement over technical questions or operations will be resolved by the officials. When the official's decision is rendered, such is final and binding.

A written protest on an official form may be filed by any **DRIVER** whose racecar participated in the disputed event. The protest must be filed within 10 minutes following the finish of the event with the Technical Inspector or within 10 minutes following the posting of the scoring for a scoring protest.

POST RACE INSPECTION

The top 4 cars from each A Main event must report directly to designated tech area.

The top 4 feature finishers, claiming cars, cars being claimed, and any others requested by the officials must proceed to the restricted tech or other directed area after their respective event. This area is restricted to the car, driver, and track officials only. Modifieds must report directly to infield claim area.

Each protest and protest complaint shall have its own fee. The following people will be allowed to be present at the protest site: **car driver and officials, NO ONE else**. If other individuals harass or otherwise interfere with the pro-

test process, the officials may declare the protest invalid and return the application fee to the originator. Any and all decisions or finding by the officials will be binding and final.

The protest fees are as follows:

- a. \$25 – Scoring, visual or minor car inspections, and misc.
- b. \$50 – Most car equipment inspections.
- c. \$200 – Major car inspections, i.e., engine teardowns, etc.
- d. Track reserves the right for inspection at any time without fee.

A minimum of 25% of the protest fee will be retained by the officials with the balance going to the car or the protester, depending on the outcome.

INSURANCE

Safety First, The best insurance is prevention:

Each person must sign an insurance release and shall receive a pit pass or stamp before entering the pits. The pit pass must be displayed in a conspicuous place at all times.

Anyone found guilty of assisting an unauthorized person entering the pits or letting an unauthorized person use their pit pass will be fined \$25.00 and removed from the area.

EVERY driver must inspect the racing surface of the race track area to learn of any defects, obstructions, or anything, which, in his opinion, is unsafe. Any unsafe condition should be reported to the Director of Competition.

Furthermore, any driver entering any event is considered to have inspected the track and found all conditions satisfactory to him/her. **If not, he or she SHOULD NOT RACE.**

This further indicates that the driver is aware that auto racing involves risks, and he assumes these risks with full awareness and knowledge.

Route 66 Motor Speedway assumes no responsibility for damage to or loss of your equipment, vehicle, or any parts by any means whatsoever. The racetrack also assumes no responsibility for any tow vehicles, cars, trucks, equipment, etc., in pit area

CLAIMS

When a driver is involved in an accident in which an injury occurs, he must advise the racing officials immediately so the necessary insurance reports can be filed. **NO CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE RACE TRACK PROPERTY THAT DAY.** Contact the rescue vehicle driver or Safety Director and give him a full report before you leave the racetrack. If physically unable, the driver's crew must be responsible for the report.

SPONSORS

Major car sponsors will be mentioned over the PA system during the program as time permits. It is suggested that all drivers list the pertinent facts about their sponsor on a 3x5 note card and give it to the announcer so the can "plug" their sponsor properly.

PRIVATE PROPERTY

ROUTE 66 MOTOR SPEEDWAY is private property. Any person on this property without the permission of ROUTE 66 MOTOR SPEEDWAY, INC. is guilty of trespass and subject to penalties prescribed by law. Through approval of your application, you have been authorized to be present on the property and to participate in racing events. ROUTE 66 MOTOR SPEEDWAY, INC. reserves the right to revoke and cancel any previously accepted and approved application if, in the sole discretion of its president, it is felt that your presence or conduct is not in the best interest of ROUTE 66 MOTOR SPEEDWAY, its employees, the fans, or your fellow competitors. Your application may be revoked at will by the president of ROUTE 66 MOTOR SPEEDWAY, INC., with or without cause, in his sole discretion, without prior notice or hearing.

Furthermore, NO ONE is permitted to sell, distribute, pass out, etc. any merchandise services, flyers, information, etc. on the race track property without the express WRITTEN permission of the property owner.

GENERAL OPERATING GUIDELINES

OFFICIAL RESPONSIBILITY

The officials will establish the length, frequency, and administration of all events and programs. The officials will determine all finishing positions. Any official's decisions are final and binding.

AGENDA

4:30 p.m. – Gates Open

5:00 – 6:00 – Report to check in at Tech building

6:00 – Driver's Meeting

6:15 – Pack Track: If you don't pack, you start scratch all night.

6:30 – Gates Close

7:00 – Race

RULE INFRACTIONS

It is the duty of all drivers, car owners, and mechanics to bring to the attention of the officials any unsafe equipment or practice or any rule infraction of any car of driver as soon as they become aware of the violation.

RAIN POLICY

In event of rain, regardless of where the program has to be terminated, the racing events completed will be paid according to the payoff. A single race will be considered complete if more than one-half of the scheduled laps have been run. Any uncompleted events will not be paid regardless of whether rain checks have been issued to spectators. Pit passes, if rain checked, will be good towards the next scheduled race meet only.

TRACK ACCESS

The only people allowed on the racetrack and infield are the officials and drivers while in competition. Everyone must stay away at all times unless

requested to assist for some special reason. Drivers may seek a place of safety in the infield following disablement. When crashed, drivers must stay in their car. **DO NOT** get out and examine the car's damage while other cars are on the track. **Pit crews, owners, and other participants or fans are not allowed on the track at any time unless requested by official.** The track may not be used for practice at any time other than designated by the rules. Do not enter the racing surface without express authorization, an official will OK your entry at the entrance and signal for you to proceed.

COMPETITIVE FEATURES

Any competing car whose speed has been reduced to a point where it causes a safety problem or retards the track activity will be removed from the event at the option of the officials. The officials reserve the right to add additional cars to any race. Semi-features, consolation, or other races will not be held unless adequate number of cars is available. Our program is based on an adequate number of cars, and if this number is not available, alternate scheduling will be made.

QUALIFIED DRIVER AND CARS

Co-drivers are not allowed. The driver who first competes in the program must drive the same car during the entire racing program. A driver may not jump cars once the program has started. Any change of drivers during the program will result in automatic disqualification of both drivers and loss of prize monies, trophies, etc. and starting spot for the next program.

A driver, once having competed in a particular car, must continue to use that car the entire event; a backup, substitute, or replacement car is not allowed if original car breaks, crashes, etc. Note: An event based on last week's finish and having no further effect on the current night's program i.e., fast dash of last week's top 4, may use the drive that earned the position and then switch drivers for the remainder of the current night's program.

No driver will be allowed to compete in more than one class during a racing season without prior approval.

Any driver change must be reported to tech before the event begins or disqualification for the night.

Any multiple driver changes or car swaps can result in loss of points and starting positions.

NEW SAFETY RULES - ALL CLASSES

- 1. Helmets must be certified SA2005 or SA2010 or SA2015.**
- 2. Seat belts that are 3 years past manufacture date, will not be allowed.**
- 3. Window nets are mandatory in all classes.**
- 4. Fire extinguishers are mandatory in all classes.**
- 5. Fuel tank must have flapper valve, check valve and roll over valve.**

TECH

Top four cars in all classes will report to infield after main event.

LIMITED LATE MODEL RULES 2017

IF THESE RULES DON'T SAY "YOU CAN", THEN YOU CAN'T.

1. Required driver equipment

- a. Helmet (Snell approved 2005-2010-2015)
- b. Aluminum racing seat with headrest to roll cage
- c. Five point safety belt
- d. Fire suit of flame retardant material
- e. Fire resistant gloves mandatory
- f. Fire resistant racing shoes recommended
- g. Working fire extinguisher required. Must be mounted in approved bracket for that fire extinguisher.
- h. Neck brace
- i. Raceceiver mandatory
- j. Window net

2. Fuel Cell

Racing fuel cell required and must be mounted by two steel straps two inches wide by 1/8 inch thick around cell. One inch square tubing or pipe must be used frame to frame mounting cell.

Fuel cells must not be lower than rear axle housing and must be enclosed in a metal container.

Fuel must be pump type gasoline. Racing gasoline is allowed.

The following are NOT allowed

- Alcohol
- Additive
- Nitrous Oxide
- Plastic Fuel Lines

3. Body

- a. 2016 IMCA Late Model dimensions

4. Chassis and Suspension

- a. 2017 IMCA Southern Limited Modified rules for chassis and suspension.

5. Engine

- a. American made: GM engine to GM frame; Ford engine to Ford frame, etc.
- b. Engine must be located in front of car in stock position with stock mounts; steel is acceptable but must remain in stock location. Fuel pump must remain in front of cross-member.
- c. Block must be iron, aluminum blocks are not allowed.
- d. Screw in rocker studs and tru-roller timing chains are acceptable.
- e. Small block Chevy must not exceed 366 cubic inches (no strokers) will be pumped to check
- f. Chrysler must not exceed 372 cubic inch.
- g. Ford must not exceed 367 cubic inch.
- h. Heads – the following are NOT allowed:
 - Aluminum
 - Angle Plug
 - Bow Tie
 - **S.V.O.**
 - Vortec
 - Boss Heads (Fords)
 - Iron Eagle heads
 - W-2 Mo Par
 - Porting, polishing, port matching, or angle milling
 - Heads that did not come on a street driven production car
 - Aftermarket steel OEM heads are allowed must be stamped S.R or E.Q./IMCA spec head.
- i. Valve train
 - Must be stock type, roller rockers, roller tip rockers, and poly locks are allowed.
 - Factory guide plates are allowed.
 - Stud girdles are not allowed.
- j. Cam
 - Any hydraulic cam.
 - Lifter bore must be stock.
 - Hydraulic lifters only.

- Roller cams, mushroom cams, and mushroom lifters, hydraulic roller lifters are not allowed.
- k. Fuel Pump
 - Manual only; electric fuel pumps are not allowed. No belt driven pumps.
- l. Ignition
 - Stock typed ignition.
 - Mags or aftermarket spark boxes are not allowed.
- m. Intake
 - Cast Iron dual plane or aluminum dual plane. Aluminum manifold can only be 2101 Edelbrock or 52001 Professional Product.
 - The following are not allowed:
 - Bow tie
 - S.V.O.
 - Boss (Ford)
 - W-2 Mo Par
 - Porting, polishing, matching of ports, gutting of intake
 - Marine intakes.
- n. Carburetor
 - One carburetor, not to exceed four barrels, stock-type only.
 - 4 barrel 750 part number 3310
 - Only choke plate may be removed.
 - Carburetor adapter/spacer cannot exceed 1 inch tall.
 - Vacuum secondary Holley's allowed only choke plate may be removed, must be 01850 or 03310 with list number stamped on air horn.
 - The following are NOT allowed:
 - Alcohol
 - Additives
 - Nitrous oxide.
- o. Stock type starter, mini starter optional. Must be in working order.
- p. Steel flywheel.
- q. Exhaust-Headers are allowed.

- r. Rear end can be GM, Ford 9 inch, or Floater with stock GM mounts. Quick-change rear ends will not be allowed.
- s. No weight jacks.

6. Wheels

- a. Maximum 10 inch steel wheel.
- b. Bead locks on right rear and right front only.

7. Tires

- a. Hosier scuffs only. Grooving allowed.

8. Engine

2017 IMCA Limited Modified engine rules are legal.

9. Transmission

- a. 3 speed setup, Brinn, or Falcon. Automatic is allowed
- b. Any Header allowed

10. Weight

- a. 2350 lbs.

STREET STOCK 2016

*****Route 66 Motor Speedway reserves the right to inspect any car at any time. No car will be considered as having been approved for safety and/or deemed legal by reason of having passed through inspection, unobserved. Management has the right to make any necessary changes at any point in time to improve the class and/or safety.*****

IF THESE RULES DON'T SAY "YOU CAN", THEN YOU CAN'T

1. Required Driver Equipment

- a. Helmet (Snell approved 2005-2010-2015)
- b. Racing seat with headrest
- c. Five point safety belt
- d. Fire suit of flame retardant material
- e. Fire resistant gloves
- f. Fire resistant racing shoes recommended
- g. Fire extinguisher
- h. Neck brace
- i. Raceceiver mandatory
- j. Window net

2. Fuel Cell

- a. Racing fuel cell required and must be mounted by two steel straps-two inches wide by 1/8 inch thick around cell. One inch square tubing or pipe must be used frame to frame mounting cell.
- b. Fuel cells must be not lower than rear axle housing and must be enclosed in metal container.
- c. Fuel must be pump type gasoline. Racing gasoline is allowed.
- d. The following are NOT allowed:
 - Alcohol
 - Additive
 - Nitrous Oxide
 - Plastic fuel lines
 - Fuel lines visible in driver's compartment

- Pick-up must cut out bed to mount

3. Body

a. Exterior

- 1960 year model and up allowed. United States manufactured: GM body to GM frame; Ford body to Ford frame, etc. Must be full-bodied car. 108” minimum
- No station wagons or convertibles allowed. Stock street only.
- Pickups and El Caminos must have at least a 112 inch wheel base.
- Tailgate must be gutted and welded to body.
- Front inner fenders may be removed.
- Doors must be bolted or welded closed.
- Trunk may be cut for mounting of fuel cell.
- Square tubing or pipe may be used frame to frame for mounting cell.
- No rear spoilers.
- Bodies must remain intact with all metal in interior of car, including doors. Doors may be gutted for door bars. **Hood and trunk lids may be gutted.**
- **Hood may be gutted. Hood scoop maximum height 6”.**
- **Aftermarket noses are allowed. Must be stock appearing.**

b. Interior

- Drivers must sit in stock location.
- No cockpit enclosure allowed..
- Steel floor and front and rear firewall must be steel and stock. All open holes in firewalls and floor must be covered with steel or aluminum.
- Dash padding must be removed. Steel metal dash allowed, dash is not to extend more than 12” back from center of lower windshield opening. Dash must be flat except for cowl in front of driver, which is to be no higher than steering wheel. No other interior tinning is allowed.
- All flammable material must be removed.

- Must have a minimum of three windshield bars in front of driver, minimum 3/8 inch O.D.

4. Frame

- a. Stock, as produced from the factory.
- b. **Minimum 108 inch wheel base, or as produced by factory, both sides of car must measure the same.**
- c. Unibody rear frame may be tied to front frame.
- d. No station wagons, pick-ups, El Caminos, S10s, Rangers, Dakotas or convertibles will be allowed.
- e. No notching of frames for fuel pumps.
- f. No full unibody cars.

5. Roll Cage

- a. Four post roll cage required and must be confined to drivers compartment only. Must have diagonal brace behind driver and must have brace halo.
- b. Three door bars on left side and two door bars on right side of frame is mandatory.
- c. Main cage and door bars must be a minimum of 1-1/2 inch O.D. x .095.
- d. Padding is required on tubing within 18 inches of driver's head. Padding is strongly recommended in other areas of possible body contact.
- e. Rear cage down bars are allowed.
- f. Drivers must sit in stock location.
- g. Steel doorplates welded to door bars, 18 gauge or .049 inch minimum thickness metal are recommend. Doorplates must cover from front post on driver's side from top door bar to bottom door bar.
- h. One cross bar is required, must be minimum of 1-1/2 inch O.D. x .095 tubing and must be within 50% of opening.

6. Chassis

- a. Front Suspension

- All suspension including control arms, spindles, and sway bars must be stock and in position as produced from the factory.
 - No weight jacks, no adjustable spacers, heim end front suspension parts. No shimming.
 - Shocks and springs optional but must be stock type and in stock location, one per wheel in stock location. No air shocks. No adjustable shocks. \$25.00 claim per spring. \$25.00 claim per shock and swap. Driver claiming must be on lead lap. Top four cars only can be claimed. As approved by track officials.
- b. Rear Suspension
- All rear suspension mounts and parts must be wrecking yard parts in stock position as produced from the factory.
 - No weight jacks, no adjustable spacers, heim end or tie rod ends. No shims.
 - Shocks and springs optional but must be stock type and in stock location. One per wheel in stock location. No air shocks. No adjustable shocks.

7. Rear Axle

- a. Any O.E.M. care rear end, GM body to GM frame, Ford Body to Ford frame, etc. 9" Ford & Disc brakes allowed.
- b. No truck rear end, quick change device or cambered rear ends.
- c. Rear ends must be locked. No limited slips or mechanical traction control devices.
- d. Truck rear ends in trucks only.
- e. No modified rear suspension allowed. **(STOCK ONLY!)**

8. Transmission

- a. O.E.M. with forward, reverse and neutral gears.
- b. Automatic must have operating torque converter and stock steel flex plate.
- c. Standard must have operating clutch. **Aftermarket pedals and slave cylinders are allowed.**

- d. O.E.M. standards stock steel flywheels only. No coupler or multi-disc clutches. Minimum of 10.5 inch clutch. NO lightning of fly-wheel and clutch.
- e. Cooler for automatic transmission will not be allowed in engine compartment.
- f. Quick-change type transmission will not be allowed.
- g. Scatter Shields recommended, mandatory on standard.

9. Drive Shaft

- a. Drive shaft loop is required and must be constructed at a minimum of ¼ inch x 2 inch steel, and mounted no more than 6 inches from the front of drive shaft.
- b. Drive shaft must be painted white.
- c. No aluminum drive shafts allowed.
- d. Minimum 2 inch diameter drive shaft.

10. Brakes

- a. Must operate on all four wheels.
- b. Stock brake system only. Master cylinder must be in stock location and in engine compartment. No after market pedal or dual master cylinders allowed.
- c. No brake bias adjustments of shut-off devices.
- d. No rear disc brakes.
- e. **Pedals must remain in stock location.**

11. Ballast weights.

- a. All cars must weigh at least 3350.
- b. All weights must be painted white and have car number on them.
- c. All weights must be secured by at least two 1/2 inch bolts.
- d. Weights are not allowed in drivers compartment.

12. Battery

- a. One 12 volt battery only is required and must be mounted outside drivers compartment in trunk area with metal frame with post insulator.

- b. Battery must be permanently mounted, and should be protected from wreck damage.
- c. Battery must be mounted in safe manner with steel hold down.

13. Engine – Stock Only

- a. American made: GM to GM frame and body; Ford to Ford frame and body, etc.
- b. Engine must be located in front of car in stock position with stock mounts.
- c. Block must be iron. Aluminum blocks are not allowed.
- d. Heads
 - Not allowed: aluminum, angle plug, bow tie, S.V.O., Iron Eagle, vortec, boss heads (Fords), W-2 Mo Par, porting, polishing, port matching, or angle milling heads that did not come on a street driven production car. Aftermarket steel OEM heads are allowed, must be stamped S.R. or E.Q. IM-CA spec head.
- e. girdles or guide plates are not allowed. No long slot rocker arms. **Screw in studs and guide plates are allowed.** Valve train must be stock type. Roller rockers allowed.
- f. Cam
 - Hydraulic cam with max lift of 390 to 420 degrees.
 - Lifter bore must be stock.
 - Hydraulic lifters only. Stock rocker arms only. No slot rocker arms, hydraulic roller lifters. Roller cams, mushroom cams, and mushroom lifters are not allowed.
- g. Fuel Pump
 - Manual only.
 - Electric fuel pumps or belt drive pumps are not allowed.
- h. Ignition
 - Stock type ignition – H.E.I. or point type – no dual point.
 - Mags or after market spark boxes are not allowed.
- i. Intake
 - Cast Iron dual plane only.

- The following are not allowed: Bow tie, S.V.O. Boss (Ford), W-2 Mo Par, porting, polishing, matching of ports, gutting of intake, marine intakes.
- Vacuum check port in intake manifold.
- j. Carburetor
 - One carburetor not to exceed 2 barrels.
 - Quick fuel Q-500 ct allowed w/1933 Mr. Gasket adapter.
 - Any carburetor adapter. Cannot exceed 1 inch tall. No modifications.
 - The following are not allowed: Holley, alcohol or spacer of any type, additives and nitrous oxide.
- k. Starter – Stock type in working order.
- l. Steel flywheel.
- m. Cast iron manifolds, or headers are allowed.
- n. Pistons
 - Dished piston or flattop – no domes.
 - Big block must use stock dome pistons.
 - Maximum overbore is .060. No stroking of engines.
- o. Oil Pump
 - Stock type – wet sump.
 - External oil pumps or dry sump systems are not allowed.

14. Radiator

- a. Must be stock type in stock position.
- b. Radiator overflow or overflow tank must be in engine compartment.
- c. Extra water tanks or spray bars are not allowed.
- d. Aluminum radiator allowed.
- e. Radiator loop is allowed and may pass through firewall, in front of radiator, behind bumper, within confines of body, no wider than stock frame horns.
- f. **Core supports optional.**

15. Bumpers

- a. Pipe bumpers are allowed.

- b. Reinforcement allowed.
- c. No sharp edges.

16. Rub rails are allowed, must be turned to inside of body and capped with no sharp edges.

17. Steering

- a. Stock-type steering boxes, steering quickeners allowed.
- b. Steering wheel quick release is allowed.
- c. Rack and pinion steering, center steering, are not allowed.
- d. Steering must be in normal location.
- e. Stock steering column may be removed, but shaft must be in normal location.
- f. After market pumps and reservoirs will be allowed.

18. Numbers

- a. Tow-digit numbers, 16 inches tall by 2 inches wide on sides and roof of car.
- b. Roof numbers must face right side of car to be visible from tower.
- c. Numbers must be legible for scoring purposes.
- d. Use dark colored numbers on light paint or light colored numbers on dark paint.
- e. Must have number on front and rear of car for line-up purposes.

19. Switches

- a. Must be marked "ON" and "OFF".
- b. Engine kill must be accessible from outside car and must be marked "KILL SWITCH".

20. Mirrors are not allowed.

21. Wheels

- a. 8 inch maximum width steel wheel. No aluminum wheels.
- b. 8 inch racing offset wheels are allowed.**
- c. Heavy duty lug nuts are required on all four wheels.

- d. Bead lock wheels are allowed, right rear only.
- e. Pressure leak down valves on wheels are not allowed.

22. Tires

- a. **Hoosier scuffs only, cannot be over 10" wide, may be grooved.**

23. All glass and exterior chrome and moulding must be removed.

24. All cars must have two carburetor return springs and tow strap on accelerator. No throttle cables, hard linkage only. Springs should pull both directions, forward and back.

25. All cars must have hood and trunk lids before entering track.

26. All cars must have wrecker hook-up on front and rear bumpers.

27. No transmitting or listening devices in car. No electronic monitoring computer devices capable of storing or transmitting information except tachometers allowed on car. No digital gauges allowed on car. No electronic traction control devices allowed. No adjustable ignition boxes allowed on car. No electronic control engine devices.

Limited Modified Rules 2017
SEE YOUR 2017 IMCA NATIONAL LIMITED MODIFIED RULES

Exception.

1. **Engine Claim Rule**
 - a. \$2,000.00 cash and swap
2. All cars must have fire extinguisher.
3. Raceceiver required.
4. Day Motor Sport – upper control arms are allowed.
UP41000R
UP41000L
5. IMCA license mandatory.

Modified Rules 2017
SEE YOUR 2017 USRA RULES

Exception:

1. **Spoilers - 5” rear
7” sides**
2. **Weight – 2400 lbs.**
3. **Ignition Chip
8000 RPM**
4. **CT 525 crate motor is allowed, must use 7300 chip with this
motor, weight can be 2300 lbs.**

Special Events may be different.

305 Sprint Car

1. **Racesaver/IMCA rules**
2. **IMCA license mandatory.**
3. **Hard Card Mandatory**