



2022 Rule Book

GENERAL RULES

1. The rules and/or regulations set forth herein do not express or imply warranty of safety, from publication of, or, compliance with these rules and/or regulations. They are intended as a guide for the conduct and are in no way a guarantee against injury to participants. By entering or competing at the facility, you are agreeing to the terms of these and any other posted rules.
2. Rule and procedure changes may be made at any time with or without prior notice.
3. Management reserves the right to reject or allow the entry of any car, driver, or person for any reason.
4. No intoxicating beverages, narcotics, or illegal substances are to be consumed and/or used during any event, by anyone, entering the racing facility.
5. Verbal or physical abuse of any official or other entrant on premises, is, strictly prohibited. Fighting on premises at any time will subject offender(s) to possible suspension & ejection. Any fighting by a driver or a team member will result in the driver or drivers being disqualified from the event. Any driver that is disqualified from any event will forfeit any monies that they may receive for that night.
6. Officials must be immediately notified of any car or driver change. Any changes will result in the driver and car starting at the tail of the next race they were eligible to start.
7. Drivers earn starting positions in races, cars do not. If a driver scratches to allow another driver to drive their car, the second driver must have already been eligible for the race they wish to enter.
8. All decisions of scoring judges & officials are final.
9. Drivers, owners, and/or crew members have no claims against management or any official due to disqualification or damage to driver or equipment resulting in an altercation arising from un-sportsman-like conduct on behalf of drivers, owners, and/or crew members.
10. The Press Box is off limits to all participants at all times, unless permission is granted by the Race Director.
11. No Driver or Crew Member shall interfere with the flagman at anytime.
12. Anyone bringing legal action against the speedway, management, and/or officials will be suspended indefinitely.
13. Whenever it is deemed dangerous, unsafe, or unjustified to continue any racing event, it may be stopped at any point by the discretion of management.
14. Per given race night, race cars must claim 1 class only, however, a driver may drive in more than 1 class by paying for an additional Pit Pass at the Pit Gate for each additional class that they are wanting to compete in. (NO EXCEPTION)
15. Every year you must file a completed registration form and an IRS form W-9 filled out and returned to management.

16. All pit entrants must sign a voluntary waiver & release from liability & indemnity agreement, and pay for and receive an authorized pit pass.
17. Make absolutely sure you keep your authorized pit pass. In the event of a rain-out, it is the only means by which you will be allowed admittance on the rescheduled date. Your signature on pit sheets, or "Don't you remember me?", is not acceptable to gain re-admittance!
18. Anyone caught illegally entering pits & cannot produce an authorized pit pass will be immediately ejected from track. Management reserves the right to ask for proof of admission at any time.

Management also reserves the right to pursue legal action against anyone trespassing anywhere on speedway property.

19. Pay-off procedure: Only owner and/or driver may pick up any prize monies. Be prepared to show a valid driver's license or some other form of I.D. if you are asked.
20. Prize monies left unclaimed over 14 days will become the property of Lake Cumberland Speedway.
21. The management reserves the right due to inclement weather conditions and/or any unforeseen conditions, to make changes in the posted pay-off structure. You will be notified as soon as possible if this condition arises.
22. A Rain-out will be declared unless the 1st Feature Race is complete. After that point NO RAIN CHECKS will be issued. Any Feature with ½ the laps completed will be paid according to the way they were running when rained out.
23. Receivers and Transponders are mandatory in all divisions anytime a driver is on race track.
24. Due to insurance regulations, 4 wheelers are only permitted in the pit area. They are NOT allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older.

Flag Rules

Green Flag: (Green Light) Racing is underway on the entire track. Anyone advancing position(s) prior to the green flag is subject to being black-flagged. All cars must complete the first lap for an official start. **Yellow Flag:** (Yellow Light) Means caution. There is NO racing back to the start finish line. Cars will line up according to the last scored lap. Any car not maintaining a slow and cautious speed is subject to being black flagged or disqualification. **White Flag:** One lap to go! **Black Flag:** Driver has been disqualified, and must go to the pits. Once a driver receives the black flag the car will be dropped from scoring. **Red Flag:** Stop regardless of position on track, and do not proceed unless and/or until an official authorizes you to move your car. **Blue/Yellow:** Lay-over flag, means lapped cars move to the bottom of the track.

SAFETY EQUIPMENT

1. NO batteries to be located in the drivers' compartment/cockpit.
2. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.
3. The use of a 5, 6 or 7 point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED no exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture. The use of a 7 point driver restraint system is strongly

recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

4. Window Nets certified to SFI Spec 27.1 are highly recommended and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.
5. A driveline "sling" is Recommended.
6. A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is REQUIRED.
7. A driver suit certified to SFI Spec 3.2A/5 is Highly Recommended.
8. Gloves certified to SFI Spec 3.3/5 are Highly Recommended.
9. Fire resistant socks are Highly Recommended.
10. Eighteen (18)-gauge steel or one and one-eighth inch (1 1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is HIGHLY RECOMMENDED.
11. Head and Neck Restraint Devices/Systems are Highly Recommended
12. At all times during an Event (practice, qualifying, and competition), drivers must connect their helmet to a head and neck restraint device/system certified to SFI Spec 38.1. The device/system must display a valid SFI Spec 38.1 label. The head and neck restraint device/system, when connected, must conform to the manufacturer's mounting instructions, and must be configured, maintained and used in accordance with the manufacturer's instructions
13. It is the responsibility of the driver, not speedway officials, to ensure that his/her device/system is certified to SFI Spec 38.1, correctly installed, maintained, and properly used.

ON TRACK RULES

1. Working on cars, on track, is prohibited.
2. No one except drivers, their cars, & track officials are allowed on track after racing begins.
3. There is NO PITTING under Yellow allowed during Heats & B-mains. (Feature will have a "Hot Pit")
4. If you bring out a caution, you go to the tail. Anyone who makes contact will be considered part of the caution. Anyone who spins to avoid the caution, and doesn't make any contact with anyone will get their spot back. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)
5. Officials reserve the right to penalize drivers that either directly cause or intentionally cause a caution. If officials determine that a driver intentionally caused a caution, officials may disqualify the driver for the night.
6. Any car causing 2 cautions in a single race will be black flagged.
7. Anything dragging or hanging on a car that is determined unsafe will cause that car to be black flagged.
8. Under Green Flag Condition, you may enter the infield from the Back-stretch or Front-stretch if you have a problem. YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS. Once you pull to the infield you will be considered out for the remainder of that race.

9. Under a red flag, there is no working on cars on the track. Cars will not be allowed to go to infield for work.
10. After receiving the checkered flag, cars are to slow down and exit the track in turn 2, unless you are required to scale in the infield. DO NOT stay in the throttle or continue around the track.
11. Anyone jumping the start will be given one warning. Second offense will result in a one row penalty.
12. On the third complete restart of any race, which is not the result of someone jumping; the field may be put in single file order.
13. All Starts will utilize a Designated Box. The pole-sitter will set the pace of the field. ABSOLUTELY NO LAYING BACK OR BRAKE CHECKING! All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL YOUR CAR ENTERS THE DESIGNATED BOX. All restarts in Heats and B-mains will be single-file. On single-file restarts a cone will be utilized to keep cars in a single line. The Start will still take place in the box at the cone. Passing before, hitting, or going under the cone will result in offending car being penalized 2 spots + 1 spot for every car passed at the next yellow flag or end of the race whichever occurs first. During the Feature race we will utilize Delaware Double-file restarts for up to 3 attempts.
14. If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race.
 1. Receivers and Transponders are Mandatory in all Late Model, Open-wheel Modified, Super Stocks, 4-Cylinder, and Mini Cup/Cyclone events.
 2. All regular show events in all divisions will have a 5-minute plus 1-minute per lap time limit starting with the initial green flag. Once the time limit is passed, the race will be allowed to continue until there is a caution flag or the race is completed. If a caution occurs, the race will be given one chance at a "green-white-checkered" finish. If another caution comes out, the race will be considered complete at that point.
 3. If you bring out a caution, you go to the tail. Anyone who makes contact will be considered part of the caution. Anyone who spins to avoid the caution, and doesn't make any contact with anyone will get their spot back. On initial starts, if a caution comes out for only (1) car, that car will restart on the tail. If it is a Multi-car caution, everyone will get their starting spots back. Stopping at an official under yellow flag conditions for certain safety reasons is allowed. (Note: In a Yellow or Red Flag situation, officials will revert to previous scored lap or initial start.)
 4. After receiving the checkered flag, cars are to slow down and exit the track in turn 2, unless you are required to scale in the infield. DO NOT stay in the throttle or continue around the track.
 5. Anyone jumping the start will be given one warning. Second offense will result in a one row penalty.
 6. On the third complete, "non-jumping" restart of any race, the field may be put in single file order.
 7. All Starts will utilize a Designated Box. The pole-sitter will set the pace of the field. ABSOLUTELY NO LAYING BACK OR BRAKE CHECKING! All cars are to stay nose-to-tail and side-by-side. ABSOLUTELY NO ACCELERATING UNTIL YOUR CAR ENTERS THE DESIGNATED BOX. All restarts in Heats and B-mains will be single-file.
 8. On single-file restarts a cone will be utilized to keep cars in a single line. The Start will still take place in the box at the cone. Passing before, hitting, or going under the cone will result

in offending car being penalized 2 spots + 1 spot for every car passed at the next yellow flag or end of the race whichever occurs first. During the Feature race we will utilize Delaware Double-file restarts for up to 3 attempts.

9. You may enter the infield at any entrance under Green flag. **YOU MAY NOT RE-ENTER THE TRACK DURING GREEN FLAG CONDITIONS.** Once the car is in the infield it will be considered out for the remainder of that event.

10. Under a red flag, there is no working on cars on the track. Cars will not be allowed to go to infield for work.

IN-RACE RULES & PROCEDURES:

11. If a car leaves the track and goes to the actual pit area during any race, that car is considered out of that race and will not be allowed to return to the track for that race.

12. Absolutely **NO ONE** is allowed in the infield until Feature Events which allows a "Hot Pit" area in the infield. Only 2 Crew Members are allowed per car for "Hot Pit" area. Officials reserve the right to black flag any cars whose crews violate this rule.

13. Officials will not work on cars, they will only pull sheet metal off of a tire under cautions.

14. Due to insurance regulations, 4 wheelers are only permitted in the pit area. They are **NOT** allowed in the parking lots or any other areas of the track. Also, 4 wheelers may only be operated by persons 16 years of age or older.

15. Double file restarts will be used on all Feature events. *Procedures are as follows:*

16. Officials reserve the right to revert to single file starts if required due to time or track conditions.

17. Lake Cumberland Speedway will use Receivers at all events. Receivers are small, one-way radios that allow a designated speedway official to talk to the drivers in order to speed up caution periods and prevent further wrecks. The Receivers will be mandatory in all divisions anytime a driver is on the race track. The track will have Receivers available for rent. More information is available below.

a. Receiver model used: Elite 1600

b. Frequency used: 454.0000

c. Rental price: \$10

18. Lake Cumberland Speedway will utilize Transponders at all events. Transponders will be used to time and score cars during the events. Transponders will be mandatory in all divisions. Drivers will be responsible for purchasing a pouch for the Transponder. The Pouch must be mounted securely to the car, and its location will be on Right Rear Axle Tube. If a driver does not have a pouch, they will be able to buy at the race track for \$20. Transponders will be rented on Regular shows for \$10. The driver is responsible for the Transponder in the event it gets lost or damaged. If a Transponder is lost or damaged, the driver is responsible for the Replacement Cost of \$150. A driver's license will be held along with payout until the Transponder is turned back in each night. If a driver has their own Transponder, a \$5 activation fee will be charged to use this Transponder each night. All Transponders must be Westhold brand in order to work with our loop system. (NOTE: Westhold Transponders that are the ACTIVATED style **will not work** with our loop system)

Once under yellow, cars will be put in single file order with all lapped cars going to tail. Leader of the race will have the first row alone. Second place car will be given choice of inside or outside row. When asked, drivers should give a clear indication to the official as to

which row is chosen. Track officials reserve the right to make lane choice for driver if clear indication not given.

Third place car will go in opposite row from the second place car. Fourth place will go behind second place, fifth behind third and so on. Each row does NOT make their own selection. Cars attempting to go in a different row than they are assigned will be sent to the tail.

Receiver start-up procedures

1. Remove battery door and put AAA Battery in Receiver.
2. Confirm that the unit reads 454.0000
3. Reattach and lock battery door.
4. Plug in earpiece and put foam ends in ears.
5. At end of night's racing remove battery and reattach door. 1. Always use new batteries: The most common problems that occur with Receivers are typically cured by putting in new batteries. Also, new batteries can sometimes be bad right out of the box, so check with a known good battery.
2. Use good quality batteries.
3. Do not put your battery in until just before going out for your heat. Receivers are not used during hot laps or qualifying, so no need to put the battery in early and reduce the life of the battery.
4. The Receiver automatically goes to the proper frequency (454.0000) when the battery is inserted and you should never need to change the channel.
5. If you experience sound distortion, try turning the volume down. Experience has shown that turning the volume to max can cause the sound to distort or break up.
6. Attach your Receiver to your belts or somewhere else close-by in a way that will not cause the earpiece to come unplugged during a race.
7. When rolling out on the track for a race, you will receive a Receiver check through your Receiver. This is to verify that everyone's units are working. You will also receive directions as to where to lineup. During green flag laps, the Receivers will only be used to call out cautions. Typically you will hear something like "Caution, Caution, Caution, Car high in 3." After the caution is out, cars will be directed to where they belong in the lineup, and, if applicable, be told to begin double filing for a restart. On track officials may also direct you to your appropriate spot if necessary.
8. When removing the earpiece from your ears, pull on the foam piece directly rather than pulling on the wires. Pulling the wires can cause them to come loose from the ends and will void any warranty on the earpieces.
9. Be careful with your Receiver. While it is designed to be used in racing applications, it is still an electronic device and is susceptible to the usual dangers such as water damage and breakage. You are responsible for any damage you do to the unit.

SUPER LATE MODEL RULES

Body Rules:

Lucas Oil or UMP

Weight:

Aluminum Block: 2300 lbs.

Steel Block (Including Sealed Crates): 2200 lbs.

NO BURN-OFF, WEIGHT IS WITH DRIVER AT CONCLUSION OF RACE!!

Spoiler:

8" Spoiler on all cars

Tire Rule: (TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

All Corners:

Hoosier: 1350, 1600, & LM40
American Racer: 48 & 56

Feature Right Rear Only:

Hoosier: 1600, & LM40
American Racer: 56

***** Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the "A"-Main, the drivers money will be held until the tire sample has cleared the lab.***

Carb:

Only 1 Carburetor permitted, naturally aspirated.

Misc:

Raceceivers and Transponders are MANDATORY at all events. *(Rentals are Available at track)*

PRO(CRATE) LATE MODEL RULES

Body Rules:

Lucas Oil or UMP

Officials may test any engine at any point to verify that the engine meets the GM factory specs. Testing can include compression checks, valve spring checks, rocker arm checks, and any other tests officials deem necessary. Officials may also confiscate any engine at the completion of any event to perform a complete tear down of the engine.

Top 3 from that event are allowed to claim the winner only. The driver must make protest to speedway officials immediately after feature event and must pay official \$1,750 cash at that time. \$500 will go to the GM Certified Motor Builder and/or Track. \$1250 will go to the winner of the protest.

A driver and/or car owner refusing to allow his engine to be tested or confiscated for official teardown or protest will be penalized the same as those found to be cheating within the sealing system. Any violation of the engine rules and/or factory specs inside the sealing system of the engine will result in the driver and/or owner being disqualified from that event, and suspended from racing for one year and be fined an amount to be determined. Any illegal parts will be confiscated for destruction and/or further inspection. After that period, the driver and/or car owner can only compete in events with an engine equipped with original factory GM sealing bolts.

Any violation of the engine rules and/or factory specs outside the sealing bolts of the engine will result in the driver being disqualified from that event. Driver and/or owner may be suspended

and fined at official's discretion.

Engine's GM serial number and any seal certification number must be clearly visible.

Crate Motors:

GM 602 or 604 Only in Crate Class

Weight-

Steel Block (Including Sealed Crates): 2300 lbs.

NO BURN-OFF, WEIGHT IS WITH DRIVER AT CONCLUSION OF RACE!!

Spoiler:

8" Spoiler on all cars

Front Tires: (TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

Any tire or manufacturer allowed – Open

Rear tires- (TIRE SAMPLES WILL BE TAKEN) (ABSOLUTELY NO ALTERING OF TIRES WITH CHEMICALS!)

Hoosier: FT400, FT200, LSB21, LSB55, Crate21, Crate 55, 1350, 1600, LM40, 1640, Spec D55

American Racer: Crate Spec 48, Crate Spec 56, 48, 56

** Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the "A"-Main, the driver's money will be held until the tire sample has cleared the lab.

Carb:

Only 1 Carburetor permitted, naturally aspirated.

Fuel:

Drivers must claim the type of fuel they are using for a comparison test. E-85 must be plant-based E-85; NO METHANOAL. Drivers claiming pump E-85 should have a specific gravity of 85 +/- 3. Drivers who claim racing E-85 will be matched the specs of the manufacture. Drivers will be expected to present those specs.

- Fuel and Motor Oil tests may be performed during post-race tech or sent to the labs for testing. Any suspicious fuel or motor oil will then be sampled, and lab tested.

Misc:

Raceceivers and Transponders are MANDATORY at all events. (Rentals are Available at track)

Protest:

\$100 protest allowed for Top 3 on the winner's fuel or tires.

OPEN-WHEEL MODIFIED RULES

Body:

UMP Rules Apply

Weight:

Open Steel Block - 2400 lbs. (minimum)

GM602 or GM604 Sealed Crate – 2350 lbs. (minimum)

No Aluminum Motors Permitted

Tires: (some compounds are discontinued by Mfg, but are listed due to some still in use by drivers)

Front Tires (Siping allowed on Front due to carry-over from 2016 season)

Hoosier Tires: Medium, A40S, M-30s, A40, Hard, H40, & M-60 (“D”, Medium 100 & 200 Not Allowed)

American Racer: Medium, Hard, & Extra Hard

Left Rear Tire (The Only Siping of Rear Tires Will Be: Hoosier M-60 & American Racer Ex Hard)

Hoosier Tires: A40S, M-30S, A40, Hard, H40, & M-60

American Racer: Hard, & Extra Hard

Right Rear Tire (The Only Siping of Rear Tires Will Be: Hoosier M-60 & American Racer Ex Hard)

Hoosier Tires: A40S, M-30S, A40, Hard, H40, M-60 & Medium/Hard

American Racer: Hard, & Extra Hard

**** No Grooving Allowed****

***** Anyone found with chemically altered tires, will be suspended for 3 races and will lose all their points accumulated up to that race. Anyone found a 2nd time with chemically altered tires will be suspended for the remainder of the season. If a Tire Sample is taken from any car out of the “A”-Main, the driver’s money will be held until the tire sample has cleared the lab.**

Carb:

Only 1 Carburetor permitted, naturally aspirated.

Suspension:

No Traction Control Devices of Any Kind Allowed

Misc:

Raceceivers and Transponders are MANDATORY at all events. *(Rentals are Available at track)*

SUPER STOCK RULES

Engine

A) Any cubic inch allowed

B) Cast Iron block and cylinder heads only

C) Aluminum or Cast Iron intakes allowed

D) MSD Ignition allowed (NO MAGNETO'S)

E) One 2 Barrel or One 4 Barrel carburetor

F) Gas only

G) No Turbo's

H) NO TRACTION CONTROL

I) Any Transmission Allowed

Suspension

A) 104" wheelbase MINIMUM

B) Coil spring rear suspension cars must have full frame to center of the rear end

C) Camaro and nova front stub cars may be tube from the front clip back for leaf spring rear suspension ONLY. Full frame leaf spring conversions are ok.

D) Rear control arms to be: UPPER to be no more than 1" above or below stock length
LOWER to be no more than 1" above or below stock length

E) 1 shock per corner, total of 4 on car. Schrader Valve shocks are ok.

F) No canister shocks. No aluminum body shocks

G) No coil over shocks.

H) No coil over eliminators, Brake Floaters, J bars, Panhard Bars, Lift Bars, Birdcages.

I) Upper ball joint to be even with #1 spark plug.

J) No quick-change rear ends.

K) No strut cars

BODY

A) Aluminum, Steel, and Composite Bodies are ok.

B) Aftermarket nose pieces are ok. No wedge style late model noses

C) 8" rear spoiler height max.

D) Wagon roofs ok.

E) Spoiler supports to be no more than 23 1/2 " long with no more than 3.

SAFETY

A) Racing seat required.

B) 5-point nylon quick release harness and safety belt required. Must be in excellent working condition at-all-times. (Harnesses must be attached to frame)

C) Approved fire suit mandatory. Fireproof; hood, gloves, socks, shoes and underwear recommended.

D) Full face helmet is required with Lexan shield. (Must be minimum of Snell 85 approved)

E) Driver side window net minimum of 12" X 12" with 3/4 webbing is Recommended.

F) An operational fire extinguisher properly mounted within the driver's reach is mandatory.

G) Drive shaft loop required. Drive shafts must be painted white.

H) Cockpit mounted master power kill switch required. (Must be acceptable from driver's window)

I) Isolators required on all fuel pressure gauges located inside the cockpit. (No fuel permitted inside the driver's compartment)

J) Battery must be securely fastened and contained away from fuel cell.

K) Fuel cell must be secure and firmly mounted in the trunk area. Fuel line must run under floor and/or covered in 1/2 inch tubing.

L) Must be approved fuel cell.

M) All other safety rules will be governed by the hosting track.

GENERAL

A) Front bumpers must be constructed of 1 3/4" round or 1 1/2" square .095 tubing (Maximum). Must turn and extend rearward behind the nose a minimum of 6" (No welded 90* or sharp edges).

B) Rear bumpers must be constructed of 2" round or 2" square .095 tubing (Maximum). Must turn and extend forward behind the quarter panel a minimum of 18" (No welded 90* or sharp edges).

TIRES

Front Tires: *American Racer*. Hard and Extra Hard ONLY

Hoosier. M30 and M60 ONLY

Rear Tires: *American Racer*. Extra Hard

Hoosier. M60

NO GROOVING OR SIPING

Tires will be subject to testing at any given time by track officials as well as KDRA officials

WEIGHT

All lead must be white in color and marked with car number.

A) 3000lbs MINIMUM weight.

MISC

A) Receivers are MANDATORY at all events when applicable.

MINI STOCK RULES

Eligibility

1. Any Rear wheel OR Front wheel drive CAR that came from factory with a non-turbo single or dual cam 4 cylinder engine permitted.
2. NO trucks, mini vans, or station wagons permitted.
3. Engine MUST be Naturally Aspirated only. ABSOLUTELY NO turbo, nitrous, methanol, or alcohol based configurations allowed.
4. Original engine must match original vehicle. Ex: Ford in Ford, Chevrolet in Chevrolet, etc.

Safety

1. Before competition, ALL glass, plastic, mirrors, body molding, trim, carpet, fabric, and anything flammable or harmful to the driver, officials, or fans MUST be removed. Cars must be completely gutted.
2. All cars must have a solid 6 point roll cage.
3. ALL Roll cage components must consist of 1 ½" x.095 steel tubing .
4. Roll cage design must include a minimum of 5 bars extending side to side. (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop)
5. Roll cage must be welded directly to the frame OR welded to ½" steel plates, 4" x 8" minimum size, sandwiched on floor.
6. Doors on both driver side and passenger side must have 3 bars, with connecting bars in between.
7. The Main Hoop must consist an "X" style bar or single diagonal bar.
8. There must be a diagonal bar in center of the top hoop.
9. Gussets highly recommended but not required.
10. A minimum of three(3) windshield bars are required in front of

driver. Bars must be at least 3/8" in diameter.

11. Racing Style seat is MANDATORY. Full Containment is not required, but strongly encouraged.
12. 5 point racing type seat belts are required.
13. Racing Seat AND belts must mount to frame or roll cage.
14. Quick release steering wheel is required.
15. Fire Extinguisher must be up to date and mounted inside the cockpit within reach of the driver.
16. Battery must be securely fastened down. IF located inside cockpit, the battery must be completely enclosed.
17. Battery Master disconnect switch must be within reach of driver at all times.
18. Window Net is not required but strongly encouraged.
19. Approved Helmet must be worn at all times while on track. Helmets must be Snell SA 2010 or newer. NO open faced dirt bike style helmets allowed.
20. Drivers must wear approved racing fire suit at all times while on track. 1 piece suit AND 2 piece suits are allowed.
21. Racing shoes are mandatory.
22. Racing gloves are not mandatory but strongly encouraged.
23. Head & Neck Restraints are not required but STRONGLY encouraged. Horse collar restraints, Hans, NecksGen, and Zamp are all acceptable.

Engine

1. Engine type that came in the car must be run.
2. Engine MUST remain in stock location with NO setback.
3. ABSOLUTELY NO aftermarket blocks , heads , or intake manifolds permitted. This includes ESSLINGER, Race Engineering, & ANY other performance company. Modifications of any sort are allowed on blocks, heads, and intake manifolds, however, they must remain the factory piece with part number or stamp visible.
4. Internal modifications are permitted. This includes but not limited to: pistons, rods, crankshaft, camshaft(s), lifters, valve springs, bearings, etc.
5. Aluminum Heads are only permitted on cars that came from the factory with aluminum heads. NO aftermarket aluminum heads permitted.
6. Fuel Injection permitted on cars that came from the factory with fuel injection. NO aftermarket fuel injection allowed.
7. Cold Air intake is permitted. Stock air box may be removed for placement of cold air intake.
8. Aftermarket headers are permitted.
9. ECUs are allowed to be programmed, flashed, chipped, or upgraded.

Suspension

1. Stock suspension ONLY with the exception of aftermarket springs. Racing/aftermarket springs will be permitted.
2. Trailing arms, A-Frames, and other components may be altered, however NO adjustable suspension components of any kind will be allowed.
3. Shocks, Springs, and other suspension components MUST remain in their original, stock location.
4. Screw Jacks of any kind will NOT be permitted.
5. Strut towers and hubs may be reinforced or changed for extra strength.

Rear End & Transmission

1. ALL transmissions must remain stock and completely unaltered.
2. ABSOLUTELY NO Bert or Brinn transmissions allowed.
3. For RWD cars, 8.8" and 7.5" rear ends ONLY will be acceptable.
4. ABSOLUTELY NO 9-inch rear ends will be permitted.

Body & Frame

1. Stock frame MUST be used, with only modifications for roll cage placement.
2. ABSOLUTELY NO tube cars of any kind will be permitted.
3. Stock firewall must be used with any holes covered or patched.
4. Bodies may be constructed of steel or aluminum, with front fenders remaining steel, and roofs constructed of steel OR fiberglass.
5. Aftermarket replacement body panels of steel or aluminum are permitted
6. Aftermarket nose pieces are permitted.
7. AR Bodies components are permitted for competition.
8. Body may be of stock configuration or custom-built.
9. Doors must be welded, bolted, or chained shut at all times.

Tires, Fuel, & Misc.

1. Street type DOT radial tires ONLY.
2. Hoosiers, American Racers, mud, snow, and any other racing tire is not permitted on the track.
3. 13" and 14" tires ONLY for Rear Wheel Drive cars.
4. 13", 14", and 15" tires ONLY for Front Wheel Drive cars.
5. Aftermarket or racing wheels are allowed. Maximum width is 8 inches.
6. Beadlock wheels are allowed on both front and rear wheel drive cars. Up to 4 beadlocks are permitted.
7. ABSOLUTELY NO chemical tire prep of any kind is permitted.
8. Fuel may be pump gas or racing fuel.
9. ABSOLUTELY NO methanol, alcohol, or nitrous is permitted.
10. Fuel may be stored in original, stock tank OR in aftermarket fuel

cell placed appropriately in rear of car.

11. If aftermarket fuel cell is used, a firewall must be positioned between the cell and the cockpit.

12. Tow Hooks OR Tow Chains must be accessible in front and rear of car for towing access.

13. Raceceivers MUST be used at ALL times while on track.

GRASS ROOTS HOBBY STOCK

This class is designed to be affordable and competitive for racers of all experience levels. It is also designed to make an even playing field for those with and without sponsor dollars. We want the low budget racers to be able to competitive with the high budget racers. Although it is an "economy" class, we want our racers to take pride in a great looking car. We want this to be a class with retro paint schemes of days gone as well as today's hottest graphics and wraps. And, even if you just have a primer job on your car, you are still welcome to race in our grass roots class.

This class will consist of GM passenger car bodies using Chevrolet 362 cid maximum engines or 602 Crate Engines only. All cars will display model and year of race car on rear trunk lid. All cars will display engine cid on right and left side of hood (minimum 4" tall letters).

Due to the simplicity of the grass roots rules, GM cars with Chevrolet engines will be the only cars allowed.

To keep this class as legal as possible, we will allow any driver to look at any other car at any time. Inspecting driver must be accompanied by track official. The only people allowed at the car being inspected will be the driver of the car, driver who is inspecting the car and a track official. NO CREW MEMBERS or any other personnel will be allowed near the car during inspection.

Grass Roots Hobby Stock Class is a Claimer Class with claim rules on engine, shocks and carburetors. Only drivers who finish top 3 can claim anything from other top 3 cars. (See Claim Section).

Grass Roots Hobby Stock Class will have Pill Draw for heat race starting positions each night. If a driver wins 2 Features in a row, that driver will not draw in week 3. That driver will start on the tail of a heat automatically.

Any driver winning 3 Features in a row will automatically start on the tail of the feature of the 4th week.

Parts for this grass roots class can easily be purchased from the local O'Reilly Auto Parts Store at affordable prices.

Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

1. FRAME: Any General Motors OEM full body rear wheel drive passenger car, 1967 or newer, full frame or unibody. Frame must match body. Minimum 107.5 inch wheelbase, maximum one inch difference from side to side. Rear of frame behind rear tires, no further forward than one inch behind factory seam, may be replaced in OEM location with two inch by three-inch steel tubing with minimum 0.083-inch wall thickness, same length as material removed. Factory seam must remain visible. Unibodies must tie rear frame to front frame. Frames may be "X" braced. NO TUBULAR CHASSIS or mismatched body/chassis what so ever. This is a grassroots class. We want to keep it affordable and complete for all drivers.

2. ROLL CAGE: Main cage must consist of continuous hoops, minimum 1.75 inch O.D. tubing, with wall thickness of at least 0.095 inch. Recommended: low carbon or mild steel. Four-post roll cage required, front down bars and rear hoop must be welded to OEM frame. Driver's head must not protrude outside cage with helmet on. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Front down bars must be tied together, passenger side front down bars must be maximum 11 inches in from top of door. Must be minimum 40 inches between outside edge of front and rear down bars at top of door panel. Maximum 41 inches from top center of windshield to front edge of rear hoop; maximum 13 inches to front edge of top halo. Top halo must be minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from bottom of opera window.

Minimum one cross bar in top halo. May have maximum two horizontal bars, (in addition to bar tying front frame horns together) for radiator protection; must be behind bumper, within confines of body, no wider than OEM frame horns. Rear kickers (down bars) and engine hoop required and must be minimum 1.25 inch O.D. tubing with 0.083 inch wall thickness. Fuel cell protection required, must be mounted frame rail to frame rail, no higher than fuel cell, inside trunk area with maximum 1.75-inch O.D. tubing. All bars must be inside body. ANY DRIVER WITH HELMET EXTENDING ABOVE HALO WHEN BUCKLED IN, WILL NOT BE ALLOWED ON THE TRACK! BE SAFE! Although this is a grassroots class, safety is paramount!

3. DOOR BARS: All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness. Minimum three door bars, both sides, parallel to ground, and perpendicular to driver.

Minimum four uprights tied from frame to top door bar on driver side, and minimum three uprights on passenger side. Steel door plates, 18 gauge or 0.049-inch minimum thickness, must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to rocker panel and from rear down post to five inches in front of seat. Must be visible for inspection.

4. BODY: All bodies must be unaltered OEM, or OEM replacement, in OEM location and match frame. No homemade body parts. NO aluminum bodies allowed. Front body mounts must be visible. Sunroofs and T-tops must be enclosed. OEM appearing aftermarket plastic nosepiece allowed (must match body on GM metric car). OEM appearing aftermarket plastic tailpiece allowed (recommended to match body). Tailpiece must be trimmed for unaltered trunk lid. No metal fabricated rear tailpieces allowed. No spoilers, hood scoops. No skirting or body add-ons allowed. OEM STEEL hood only, maximum three inch bow, hood may be gutted. OEM STEEL unaltered trunk lid only, no gutting. Hood and trunk must be securely fastened and back of hood must be sealed off from driver compartment with metal. Hood must be separate from fenders. Front and rear inner wheel wells may be removed. Trunk floor directly over rear end housing must be removed. Trunk floor may be replaced, frame rail to frame rail, with 0.049 inch thick steel, must be located on top of frame rail. Overlapping of body panels permitted. All glass must be removed, all windows in body must remain open; maximum seven inch metal sun visor allowed across top of windshield opening. All doors must be securely fastened. Fenders and quarter panels may be trimmed for tire clearance, ONLY. Car number must be minimum four inches thick and 20 inches tall and clearly visible, on both sides and roof of car; six inches tall on front and rear.

5. DRIVER COMPARTMENT: Minimum five (5) 1/2" windshield bars in front of driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver seat may be no further back than rear edge of B-pillar. Driver must be sealed off from track, driveline, engine and fuel cell. Seatbelt mount not to be more than 90 degrees. Open cockpit mandatory. Must have firewall in front of fuel cell. Dash not to extend more than 24 inches back from center of lower windshield opening. Dash must be flat, rear can be no higher than front, except for cowl in front of driver. No other interior tin or covers. Inside rear quarter panels, below window level, may be cut out. Doors and driver side B-pillar may be gutted. No cutting out of firewalls, roof, kick panels, rocker panels, except for roll cage clearance. All holes in firewalls and floor must be covered with metal.

Must remain flat, OEM appearing from frame rail to frame rail, no higher or lower than frame rail. Exception is maximum eight inch tall driveshaft tunnel similar to OEM tunnel in size. Rear firewall and speaker deck must be metal and be of OEM factory design for that make and model. Must keep factory firewall, floor pan and cowl panel. No mirrors of any kind. Must have aftermarket throttle pedal. No throttle cable. Must use solid throttle rod. A master disconnect switch, painted red, must be within reach of driver's compartment and accessible by safety crew.

6. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM rubber A-frame bushings only. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, spring spacers, chains or cables. Exceptions are: for 1978-1987 GM mid-sized metric frame, OEM upper A-frame may be replaced using aftermarket tubular upper A-frame (steel or aluminum cross shaft allowed), Upper A-frame mount must remain OEM and cannot be moved. No suspension stops of any kind allowed. Lower control arm must match frame, manufacturer, model and year.

7. STEERING: OEM steering box ONLY. No aftermarket steering boxes allowed. All components must be steel unaltered OEM, in OEM location and match frame. Exceptions are: tie rod adjusting sleeve may be replaced with 5" steel tube; bolt on spindle savers allowed; OEM steering column may be replaced with steel knuckles and steel steering shafts (collapsible recommended), steering wheel and quick release (required) may be aluminum. No steering quickeners (minimum 2.5 turns lock to lock), or remote power steering reservoirs.

8. SHOCKS: One unaltered steel, nonadjustable, OEM-mount shock, in OEM location, per wheel. NO RACING SHOCKS ALLOWED. All shocks must completely collapse at any time. No external or internal bumpers or stops.

No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. Maximum 2.125 inch O.D. shock body. No gas port, Schrader or bladder type valve allowed. No coil-over eliminators. Rear OEM shock location is 4.5 inches from bottom of housing to center of bolt hole and centered on control arm bracket. \$25 claim on any shock. One or all shocks on car may be claimed per event, counting as one claim on card, following shock claim procedures and penalties.

10. SPRINGS: One stock, steel closed end spring per wheel only in OEM location. Minimum 4.5 inches O.D., maximum 14 inch free height, non-progressive coil springs only. No spring rubbers allowed.

9. REAR SUSPENSION: All components and mounts must be steel, OEM or OEM replacement, in OEM location and match frame. Trailing arms can be lengthened or shortened. OEM rubber control arm bushings only. Center of rear lower control arm bolt hole must be 2.25 to 2.5 inches from bottom of housing. No independent rear suspension. No sway bars, panhard bars, spring spacers, extensions, chains or cables. No suspension stops of any kind allowed. Leaf Spring cars must use a shackle to mount leaf spring. No sliders allowed.

10. REAR END: Approved OEM housing and carrier only. No floater rear ends. OEM, or OEM replacement (recommended) solid steel axles only. Nine inch Ford rear end allowed, but must be mounted like OEM rear end (centered) for that make and model. One inch inspection hole in housing required. Ring gear, center section and yoke cannot be lightened. Steel or aluminum U-joint caps allowed. Welded spider gears or mini spool only. No scalloped ring gears allowed, cambered rear ends, heavyweight axle tubes (max .250" wall) or housing braces. REAR END MUST BE SOLID TO LEAF MOUNT AND CAN NOT ROTATE ON IT.

11. BUMPERS/RUB RAILS: Maximum one inch wide by two inch tall steel or lexan rub rails allowed - bolted flush to body. Front and rear tow hooks mandatory. No sharp edges allowed on bumpers, rub rails or bolts. No bars past outside edge of body other than rub rails. All front bumpers must be mounted minimum six inches from front frame horns. Steel bumper mounts only.

One of two bumper options must be used and must be OEM height: OEM: Bumpers not covered by plastic nose or tail piece must be complete, unaltered OEM, capped to fender with steel, welded or bolted. Aftermarket: Fabricated tubular bumpers (front and rear) allowed but must be covered by plastic nose or tail piece and bent to fit with rounded ends. Main bumper bar must be minimum 1.5-inch O.D. (maximum two inch) with 0.083-inch (maximum 0.125 inch) wall thickness.

12. TIRES/WHEELS: Unaltered OEM 205/70/15 passenger car tires only. No racing tires or brands allowed. No recaps allowed. D.O.T. passenger car tires only. All four tires and wheels must be same size. Tires must be inside body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum eight (8) inch wide, three-to-four-inch offset, unaltered, D.O.T.-stamped steel wheels with standard bead bump - must weigh minimum 21 pounds. No wheel spacers or bleeder valves. One inch O.D. steel lug nuts required. Right rear bead lock allowed. Tubes allowed

13. BRAKES: Steel, unaltered OEM, or unaltered OEM replacement, operative front wheel, disc (front) and drum (rear) brakes, must match frame or rear end. Full OEM backing plates, no aftermarket plates allowed. OEM or OEM appearing master cylinder must be in OEM location. No antilock brake systems. No aftermarket brake pedal assemblies, brake shut-off or bias adjuster. Steel brake

14. FUEL SYSTEM: 1 carburetor only. 2 or 4 barrel carburetor allowed. Dual line carburetors allowed. No Dominators or Predators allowed. No fuel log allowed. Maximum 3/8" fuel line. No racing fuel pumps allowed. OEM factory fuel pumps only. No Billet aluminum fuel pumps allowed. Racing fuel cell required, maximum 22-gallon capacity (Recommended:12 gallon), must be in minimum 20-gauge container. Must be securely fastened in trunk above level of OEM trunk floor, behind rear tires, no further forward than factory seam where rear frame rail can be replaced, with minimum one inch square tubing or two solid steel straps around entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between driver and fuel cell. All cell mounts must be steel, securely welded to frame/cage. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment.

No cool cans. Air cleaner top/stud cannot direct air into carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. No fuel pressure regulators. Fuel shut-off recommended

15. FUEL: Gasoline only. Racing fuel allowed. No E85. No performance enhancing or scented additives. No electric fuel pumps. No alcohol allowed.

16. WEIGHT: No ballast allowed. Any item deemed as ballast will be required to be replaced - i.e. fuel cell straps, fuel cell cans, battery boxes, etc. No titanium, magnesium or carbon fiber products. No gun-drilled, tubular, hollow bolts or studs. Steel fasteners only. No welded additions to be used for weight. Anything welded/added must have legit-legal function. Track official has the right to inspect any car at any time.

17. BATTERY/STARTER: OEM ignition only. One 12 volt passenger car battery only, must be securely mounted between and above frame rails, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Starter must bolt in OEM location. A master disconnect switch, painted red, must be within reach of driver's compartment and accessible by safety crew.

18. GAUGES/ELECTRONICS: 1 toggle switch with 1 push start button only. No timing retard controls, or digital gauges (including tach). The only gauges allowed are water temp, oil pressure and tach. OEM ignition only, no aftermarket ignitions. OEM distributor and coil only. No magnetos allowed. No aftermarket or racing coils allowed. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. 12-volt ignition system and HEI distributor only. No electronic traction control devices.

19. TRANSMISSION/DRIVE SHAFT: All forward and reverse gears must be operational.

Manual: Must be unaltered OEM three or four speed, with minimum 10.5-inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion-proof steel bellhousing - minimum 270 degrees around top of clutch and flywheel area. No lightweight bellhousings. Hydraulic clutch release bearing allowed. Steel unaltered flywheel. Absolutely no racing transmissions allowed. This is a grass roots racing class.

Automatic: Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bellhousing may be replaced with aftermarket explosion-proof steel or aluminum bellhousing. Minimum 10 inch diameter torque converter containing a minimum of three quarts of fluid. Torque converter must have a minimum 0.125 inch plug. Must have approved scatter shield constructed of minimum 0.125 inch by three-inch steel, 270 degrees around flex plate. Flex plate must be full, unaltered OEM, or OEM replacement. No bump starts allowed. Absolutely no racing transmissions allowed. This is a grass roots racing class.

Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white. 360-degree driveshaft loop required and must be constructed of minimum 0.25 inch by two inch solid steel, or one inch tubing, mounted six inches back from front U-joint.

20. ENGINE COMPARTMENT: Engine must be in OEM location. On GM metric frame, center of fuel pump must be located minimum 1.75 inches in front of cross member (measured at frame). Frame and cross member may not be altered for engine placement. Engine mount holes cannot be removed or altered on block. Stock, steel motor mount replacement allowed in stock location only. Absolutely no motor setbacks, no mid-plate allowed. Engine must be OEM

appearing, must be able to be used in conventional passenger car without alteration. Camaro engine must be in stock location. Engine and firewall cannot be set back.

Minimum two-core radiator must be mounted in front of engine. Overflow tubes must be directed to ground. Must have 4-blade fan. No 6-blade fans allowed. No electric fans, surge tanks or vacuum pumps.

21. ENGINE OPTIONS AND SPECIFICATIONS:

ENGINE: 362 cid Maximum Chevrolet, cast iron OEM engine block only. 602 Crate Engine will be allowed. 602 crate engines are not required to be factory sealed. This will allow the low budget racer to rebuild the engine at much lower cost. Can replace factory rocker arms with roller-tipped rocker arms. Headers allowed. No 400 cid blocks/parts or larger allowed. No Bow Tie or aftermarket engine blocks allowed. Cast iron cylinder heads only. 23 degrees only. Must be Chevrolet production head only, with ID numbers visible. No Bow Tie or aftermarket cylinder heads allowed. Roller-tip rockers allowed. No stud girdles allowed. 1.25" max diameter valve springs. Track officials reserve the right to pull valve covers for inspection at any time. Engine block ID numbers must be clearly visible. Cannot grind off any ID numbers of any engine parts.

FUEL PUMP: Fuel pump must be OEM only. No aftermarket or racing fuel pumps allowed.

INTAKE: Any aluminum dual plane intake allowed.

WATER PUMP: Steel or aluminum water pumps allowed

OIL PAN: Racing oil pans allowed.

CAMS: Solid lift cams only. No rollers allowed

CLAIM:

Engine/ Shock/ Carburetor Claim: Only top 3 finishers can claim anything on other top 3 finishers. (Example)winner of the feature can claim a motor of the 3rd place finisher, or 2nd place can claim shocks of 3rd place finisher. Any driver claiming must contact track official before cars exit the infield from post-race inspection. Any claim money must be in cash and presented by the claiming driver to the track official within 10 minutes of conclusion of the feature.

Engine Claim: Claim on engine is \$1,000 plus engine from the car of the driver claiming.

Claim does not include-(1)flywheel (2)clutch (3)pressure plate (4)bellhousing (5)breathers (6)carburetor (7)starter (8)motor mounts (9)oil/temp sending units (10)fan and pulleys (11)clutch hall (12)clutch arm (13)throw out bearing (14)dip stick (15)water pump (16)fuel pump, rod and plate (17)distributor (18)plug wires (19)water outlet and restrictor (20)exhaust manifold and pipes.

Shock Claim: Claim is \$25 per shock plus shocks from the car of the driver claiming.

Carburetor Claim: Claim is \$250 plus carburetor from the car of the driver claiming.

Any driver declining claim will forfeit all money and points from that night of racing. Driver will also be assessed a 3-week suspension.

Any driver declining a 2nd claim will forfeit all money for that night and be assessed a 1-year suspension. Driver will also be disqualified from points and any year-end awards.

Lake Cumberland Speedway management reserves the right to purchase any engine for \$3,500 at the conclusion of any feature event. If driver refuses buyout, that driver will forfeit all winnings for the night, loss of points and 3-week suspension. A 2nd refusal will result in loss of winnings for the night, all yearly points and 1-year suspension.

RULE BOOK DISCLAIMER

1. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. No 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 a participant, spectator or official.

2. The race director 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 expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

WE RESERVE THE RIGHT TO MAKE REVISIONS, IF NEEDED!