



2024 Rule Book

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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 Ponderosa 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 must hold their racing line on 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" in the designated area within the infield)

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 Start Zone. 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 START ZONE.** 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.
15. 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.
16. Officials will not work on cars, they will only pull sheet metal off of a tire under cautions.
17. 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.
18. Double file restarts will be used on all Feature events. *Procedures are as follows: 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.

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

20. Ponderosa 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. More information is available below.

a. Receiver model used: Elite 1600

b. Frequency used: 454.0000

c. Rental price: \$10

21. Ponderosa 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)

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.
6. 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.
7. Use good quality batteries.
8. 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.
9. The Receiver automatically goes to the proper frequency (454.0000) when the battery is inserted and you should never need to change the channel.
10. 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.
11. 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.
12. 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.

13. 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.

14. 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:

2350 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!)*

COMPOUNDS:

LF, RF & LR

Hoosier: NLMT2, NLMT3, NLMT4, Crate 21, Crate 55

American Racer: Pro2, Pro4, 44, 48, 56

RIGHT REAR

Hoosier: NLMT3, NLMT4, Crate 21, Crate 55

American Racer: Pro3, Pro4, 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 drivers money will be held until the tire sample has cleared the lab.*

Carb:

Only 1 Carburetor permitted, naturally aspirated.

Misc:

Receivers 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): 2350 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!)*

COMPOUNDS:

Hoosier: 1350, 1600, NLMT2, NLMT3, NLMT4, FT200, FT400, Crate 21, Crate 55

American Racer: Pro2, Pro4, 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:

E85 and racing fuel only. NO Alcohol or Methanol allowed.

Misc:

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

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

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

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

American Racer: Hard, & Extra Hard

Right Rear Tire

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

American Racer: Hard, & Extra Hard

Grooved & Siped tires 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:

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

KDRA SUPER STOCK RULES

1) 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, E-85 and alcohol are permitted
- G) No Turbo's
- H) NO TRACTION CONTROL
- I) Any Transmission Allowed

2) Suspension:

- A) 104" wheelbase MINIMUM
- B) Coil spring rear suspension cars must have full frame to center of the rear end . No combo suspensions allowed
- 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. No combo suspensions allowed.
- 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 or Birdcages.
- I) Upper ball joint to be even with #1 spark plug.
- J) Quick change rear ends are allowed.
- K) No strut cars

3) 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.
- F) 43" deck height max
- G) 3" rake on roof max on overall length (wagon roofs included)
- H) 78" max width from door to door at the top with 84" across the bottom.
- I) sail panels are to be no more than 45" in length

4) 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 ¾ 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 drivers 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 ½ 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, Extra Hard

Hoosier: M30, M60

Left Rear:

American Racer: Hard, Extra Hard

Hoosier: M30, M60

Right Rear:

American Racer: Extra Hard

Hoosier: M60

WEIGHT:

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

A. 3000 lbs. MINIMUM weight.

Receivers are MANDATORY at all events when applicable.

CROWN VIC RULES

LEGAL CARS

The only cars legal for competitions are 1995 or newer Ford Crown Victoria, Ford Crown Victoria Police Interceptor, Mercury Grand Marquis, and Lincoln Town Car

BODY

1. Bumpers must remain Stock with no Sharp Edges or Points
2. Rear bumpers cannot be braced up in any way.
3. Tow chains or hoops are required.
4. Mirrors must be removed.
5. Hood and trunk must have hood type pins for easy access. No Bolting Down.
6. Numbers on both doors and roof are required. Numbers must be at least 16" tall.

ENGINE

1. Must Remain Entirely stock 4.6L SOHC Engine.
2. Manifold Must Remain Stock
3. Air Filters Must Remain Stock
4. Absolutely not adjustment to the ECM of any kind, Stock parameters must be in place when inspected.
5. Exhaust Pipes must go beyond the driver and exit from the side or rear of the car.
6. Muffler and Exhaust Components are not Required. Straight pipes under the vehicle are legal.

DRIVELINE

1. Transmission must Remain entirely stock.
2. Rear end must Remain Entirely stock.
3. Factory Ford Gear Only. 2.73, 3.27, 3.55 and 3.73 ratios are the only gear ratios legal
4. No aftermarket Lockers
5. You may lock the differential by use of stock Locking Device or Welding Rear Spider Gears

SUSPENSION

1. No altering of the suspension including sway bar links.
2. No Air Ride, No Cutter, No Heating and No Lowering of Springs.
3. Shocks and Springs can only be replaced by the same stock parts or OEM Replacements. (Can cut two 2" holes above the rear shocks to access top shock nut)
4. Speedway Motors Rubber Coil Spring Part# 5501285 are the ONLY Spring Rubbers/Spacers allowed to be used at any time.
5. Spring Rubbers are ONLY LEGAL in the Right Front Spring.
6. You may adjust Caster and Camber as factory adjustments allow however NO modification of factory suspension is permitted.

INTERIOR

1. Steering Column must remain STOCK. Addition of a Quick Release and racing wheel is permitted.
2. Dash must remain STOCK. All Airbags in the car MUST be removed.
3. Pedals must remain STOCK.
4. All Glass must be removed except for the Windshield. Windshield Glass can be left in or removed.

5. The windshield must have 3 or more Solid Steel Vertical Bars in front of the driver. If windshield glass is left in, the bars must be inside the windshield.

ROLL CAGE

1. Must be a minimum 4-point cage with 4 curved door bars on the driver's side. Straight bars can be used on the passenger side.
2. Cage must be welded to the frame and not the floor pan.
3. A driver's door plate is required. It must be 1/4" thick steel and measure 18" by 48". It can be on the outside or inside of the car.

WHEELS AND TIRES

1. All Season Tires Only
2. The Only tire Sizes Legal are 235/55/17, 225/60/16 and 215/70/15.
3. No High Performance, Auto Cross, or Directional Tires Permitted
4. No Soaking, Softening, Grooving, Siping or Needling of Tires
5. Must use stock steel wheels.
6. All 4 Wheels must be the same size and offset.
7. No Wheel Spacers 8. No offset wheels on Cars 2001 and Newer

FUEL TANK

1. Must Remain STOCK and in the stock position.
2. Replacing with a Fuel Cell or anything other than the stock tank is NOT Permitted

BATTERY

1. Must Remain in stock location or moved to the Rear Passenger Floorboard
2. If moved, the battery must be enclosed in a battery box that is securely mounted to the frame.
3. If battery is moved, an All-Power Kill Switch is required to be placed behind the driver within reach of safety officials standing outside of the Car

SAFETY EQUIPMENT

Safety equipment specifications listed below are listed as a guide and are only a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

1. Seats:

1. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam.
2. Upfitting a current seat with bolt on kits will be permitted with a seat manufacturer produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder and torso support system, energy impact foam. Must be installed in accordance to seat manufacturer's instructions.

3. Seats must be used as supplied and instructed by the seat manufacturer with the exception of trimming the length of the left side head surround for the purpose of egress only. If the left side head surround is trimmed to a distance that is less than the most forward surface of the drivers' helmet (usually the area crossing the chin) then a left side head net meeting the SFI 37.1 must be installed with a quick release latch.

4. Seats must be mounted to a seat frame that is welded to the race car frame/roll cage structure. Attaching points, angles, and materials for the seat frame and mounting of the seat to the seat frame must be in accordance to the seat manufacturer's instructions.

5. At minimum, a racing seat is Required and must be bolted to the cage, not the floor, with a minimum 3/8" Grade 5 or Higher Bolts

2. Restraints:

1. 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 cage with the use of grade 5 or better hardware.

3. Window Nets:

1. Window Nets certified to SFI Spec 27.1 are REQUIRED and must be mounted in accordance with the manufacturer's instructions and technical director's satisfaction.

4. Driver Worn Equipment:

1. A helmet certified to Snell SA2010/FIA-8860, Snell SA2015/FIA-8860, SFI 31.1/2010 or SFI 31.1/2015 is REQUIRED.

2. A driver suit certified to SFI Spec 3.2A/5 is REQUIRED.

3. Gloves certified to SFI Spec 3.3/5 are REQUIRED.

4. Socks and Shoes certified to SFI Spec 3.3 are REQUIRED.

5. Head and Neck Restraint Devices/Systems are Highly Recommended

6. At all times during an Event (practice, qualifying, and competition), if used, 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.

5. Cockpit Area:

1. No sharp or protruding edges in or around the cockpit, which would impede the driver's rapid exit from the car.

2. Windshield screens are mandatory. Screens must be securely fastened.

3. Flame retardant seat, roll bar, knee and steering pads or padding are recommended.

6. Fire Suppression:

1. An in-car Fire Suppression system is Highly Recommended.

2. All race cars should be equipped with a thermally deployed automatic fire suppression system. The fire suppression system will consist of a DOT approved cylinder manufactured from

aluminum or steel with a capacity of ten (10) lbs. of fire extinguishing agent, steel or steel reinforced lines, and two (2) thermally activated discharge nozzles.

3. All systems must meet or exceed SFI 17.1 specifications.

4. Systems must be fully charged with ten (10) lbs. of DuPont FE-36, 3M NOVEC 1230, or Fire Aide and display a legible and valid SFI and manufacturer label depicting fire extinguishing agent, capacity, and certification date. Cylinders that are beyond useful certification date must be inspected, serviced, and re-labeled by the manufacturer.

5. Cylinders must be mounted forward of the fuel cell. Cylinders must be securely mounted to the frame/roll cage assembly. The certification label must be unobstructed and easily accessible for inspection when the mounting is complete.

6. The cylinder must be connected to the nozzles with steel or steel reinforced lines.

7. Two (2) thermally activated nozzles must be used. One (1) nozzle must be located directly above the fuel cell in the fuel cell area and the second nozzle must be located in the driver cockpit area.

8. An optional manual override cable may be added to the system.

7. Drivers under the age of 18 are REQUIRED to have a HEAD SOCK, window net, gloves, and either a neck collar or a head and neck restraint system in addition to all other required safety equipment in place.

FWD MINI STOCK RULES

General:

1. No race engines.
2. Only 4-cylinder in-line electronic fuel injected engines will be permitted.
3. Transmission and engine MUST be the same for the year and make of model.
4. All gears must be operational in transmission.
5. Locking transmission by welding of gears is acceptable.
6. Must be a FWD car.
7. No turbo or rotary engines allowed.
8. Motor must be stock appearing and in stock location.
9. Any air or oil filters (K&N, etc.)
10. INTAKE MANIFOLD PLENUM must be stock. No skunk 2, etc. Cold air intake tube allowed.
11. Aftermarket radiators are acceptable radiators that can be braced for support.
12. Computer may be chipped and/or tuned. A standalone ECU and aftermarket harness are allowed.
13. Ignition coil must remain OEM.

Body/Chassis/Wheel/Tire Rules:

1. No all-wheel drive cars or all-wheel steer cars.
2. Must have stock rear and front suspensions as from factory, slotting of factory mounting holes allowed.
3. No racing springs or shocks allowed. Springs may be heated, clamped, or use spring rubbers. Springs must be within 2 inches of factory installed height.
4. Rear control arms should be stock but may be braced/strengthened/repaired. No aftermarket!

5. Stock type aftermarket suspension bushings are allowed.
6. Unless otherwise noted all tubing utilized in the construction of the roll cage must be 1.50-inch outside diameter, 0.95-inch thick magnetic steel tubing.
7. A six-point, full perimeter, using 1.50-inch outside diameter, 0.95-inch thick magnetic steel tubing is required.
8. Track officials have the final say on the safety of the cage.
9. The rear hoop must have bracing that crosses in an X configuration. Rear kick-up support is required.
10. A minimum 1.25-inch outside diameter cross bar is required across the top of the halo bar.
11. The roll cage must be securely fastened (welding is required) utilizing a minimum of .250 inch plating to mount cage to the frame. Only magnetic steel will be permitted. Iron, galvanized pipe, fittings, square tubing, brazing, and/or soldering will not be permitted.
12. No push bars past the firewall. Roll cage may extend forward behind bumpers. Bumpers must be covered in some way with no exposed sharp corners.
13. A minimum of three (3) door bars on the driver side and two(2) door bars on the passenger side, mounted in a horizontal manner will be required. Vertical bracing from the top-to-bottom of the door bars on both sides is required.
14. A minimum of three (3) windshield bars and a protective screen will be required in front of the driver.
15. The driver compartment must be sealed completely from the track, the engine, and the fuel cell. The front and rear firewalls must remain, and any holes must be patched with magnetic steel.
16. Mirrors will not be permitted.
17. Aftermarket racing wheels allowed - 7-inch maximum.
18. Street legal DOT tires required. 13",14",15", and 16" ONLY with a max width of 8." No drag radials, mud grip lug tires, racing tires, or racing recapped tires allowed. Beadlock will be permitted on the right front only.
19. Tires can be mixed and matched for stagger.
20. Aftermarket nose pieces are allowed.
21. 6" metal support to extend out behind the nosepiece or to hold the grill in place allowed.
22. No push bars to extend outside of the bumpers for beyond the nose piece.
23. Stock body parts only. No homemade body panels. No aluminum interiors or decking. Aftermarket nose pieces permitted. Doors, fenders, hoods, and trunk lids must be OEM. Skinning of panels permitted.

Weight Rules:

1. All cars must weigh 2,200 pounds with the car and driver after the race.
 - Exception: 50 pound weight break for HANS for like device.
 - Exception: 50 pound weight break for containment seat (must have head and shoulder barriers.)

Safety Rules:

Safety equipment specifications listed below are listed as a guide and are only of a minimum standard. These minimum standards may not be sufficient enough to protect a driver from injury or death from some incidents. It is the responsibility of the driver, car owner, and crew to ensure that the safety equipment on the car is properly installed, working as intended, and is sufficient to

protect the driver from any incidents that occur. This may include using safety equipment that goes above and beyond the minimum specifications and recommended equipment listed below.

1. Full containment type seats constructed of aluminum to the general design specifications of SFI 39.2 standards are highly recommended. Design should include comprehensive head surround, shoulder, and torso support system, energy impact foam, and removable head foam.
2. Fitting a current seat with bolt-on kits will be permitted with a seat manufacture produced kit and a base seat acceptable to the seat manufacturer. Components should include comprehensive head surround, shoulder, and torso support system, energy impact foam, and removable head foam. It must be installed in accordance with the manufacturer's instructions.
3. The use of a 5,6, 7-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED. exceptions. All driver restraint systems shall not be in excess of 3 years of age past the date of manufacture.
4. Window nets are required.
5. A working fire extinguisher within the driver's reach is required.
6. Race Receivers must be used at ALL times while on the track. These will be available for rent.
7. Any driver without a valid driver's license must be approved by speedway officials before being allowed to enter an event.
8. An approved firesuit, gloves, shoes, and helmet must be worn at all times.

HOBBY STOCK RULES

STOCK SUSPENSION ONLY!

Lake Cumberland Speedway Grass Roots Hobby Stock rules. 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 or without sponsor dollars. We want the low-budget racers to be able to compete 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. Even if you just have a primer job on your car, you are still welcome to race in our grassroots 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 the model and year of the race car on the rear trunk lid.

All cars will display engine cid on the right and left side of the hood (minimum 4" tall letters). Due to the simplicity of the grassroots 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 a track official. The only people allowed at the car being inspected will be the driver of the car, the 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. Any driver winning 3 Features in a row will automatically start on the tail of the feature of the 4th week. Parts for this grassroots 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 the body. Minimum 107.5 inch wheelbase, maximum 1" 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 the rear frame to the front frame. Frames may be "X" braced. NO TUBULAR CHASSIS or mismatched body/chassis whatsoever. This is a grassroots class. We want to keep it affordable and competitive for all drivers.

2. ROLL CAGE: Main cage must consist of continuous hoops, minimum 1.50 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 the OEM frame. Driver's head must not protrude outside the cage with the helmet on. Rear hoop must have an "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 a minimum 40 inches between the 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 a minimum 40 inches across, outside to outside. Rear hoop may be maximum 12 inches in from the bottom of the open 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 the 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 a minimum 1.50 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 the 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: Must have nose and tailpiece of car make. No late model style noses. Body must be stock in appearance. Steel roof of car make or OEM steel replacement only (NO FIBERGLASS TOPS!). Spoilers no more than 3". Any pre-fab body parts must be STEEL OEM thickness. Steel only and no late-model looking bodies! Hoods can be fiberglass or aluminum.

5. DRIVER COMPARTMENT: Minimum five (5) 1/2" windshield bars in front of the driver. Aluminum high-back seat only and must be bolted in using minimum 0.375 inch bolts. Driver must be sealed off from the track, driveline, engine and fuel cell.. The driver's compartment can be fully enclosed

with racing aluminum. Must have a firewall in front of the fuel cell. Inside rear quarter panels, below window level, may be cut out. Doors and driver side B-pillar may be gutted. All holes in firewalls and floors 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 a 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 an aftermarket throttle pedal. No throttle cable. Must use a solid throttle rod. A master disconnect switch, painted red, must be within reach of the driver's compartment and accessible by the safety crew.

6. FRONT SUSPENSION: All components and mounts must be steel, unaltered OEM, in OEM location and match frame. OEM or OEM replacement ball joints allowed. No rebuildable ball joints. No sway bars, chains or cables. 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. Tubular uppers allowed in stock location.. Lower control arm must match frame, manufacturer, model and year.

7. STEERING: 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.

8. SHOCKS: One steel, non adjustable, OEM rubber bushing mounted shock (No heim ends), in OEM location, per wheel. No external or internal bump stops. No bulb-type, threaded body, coil-over, air, or remote reservoir shocks. No gas port, Schrader or bladder type valve allowed. No coilover eliminators. Shocks must be in stock location. a. Shock claim rule: Top 3 reserves the right for \$50 per corner and swap shocks.

9. SPRINGS: One spring per corner in stock OEM location. Minimum 4.5" dia. No 18" or 20" springs allowed. Racing springs permitted. No coilovers allowed.

10. REAR SUSPENSION: STOCK! STOCK! STOCK! 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 the rear lower control arm bolt hole must be 2.25 to 2.5 inches from the bottom of the housing. No independent rear suspension. No sway bars, panhard bars, 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. Camaros may have lowering blocks and drop shackles.(NO FAST BOY SET UP)

11. REAR END: All components must be stock in stock location No independent rear suspension allowed, 9" floater rear ends allowed. No quick changes allowed.

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 the same size. Tires must be inside the body. No racing, snow, or all-terrain tires. No softening, conditioning, siping/grinding or grooving. Maximum eight (8) inch wide, 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. Wheel offset can be no less than 3 inches and no more than 4 inches.

13. BRAKES: Stock steel OEM calipers only. No AFCO or Wilwood calipers. Master cylinders can be aftermarket.

14. FUEL SYSTEM: One carburetor only. 2 or 4 barrel carburetors allowed. Dual line carburetors allowed. No Dominators or Predators allowed. OEM factory fuel pumps only. Maximum 22-gallon capacity (Recommended:12 gallon), must be in a minimum 20-gauge container. Must be securely fastened in the 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 the entire cell, two inches wide and .125 inch thick. No fuel cells allowed over rear end housing. Metal firewall must be between the 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 the 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 the driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in the driver's compartment. No cool cans. Air cleaner top/stud cannot direct air into the carburetor. No top flow air cleaner housings, cold air boxes or air cleaner ductwork. Mechanical OEM type push rod fuel pumps only. Fuel shut-off recommended. FUEL: E85 or racing gas allowed - NO alcohol permitted.

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

16. GAUGES/ELECTRONICS: No timing retard controls. 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.

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

a. 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. Must have visibility of stock clutch through bell housing. Must be stock single-disk clutch only.

b. Automatic: Must be unaltered OEM, with unaltered OEM pump. Aluminum OEM bell housing may be replaced with aftermarket explosion-proof steel or aluminum bell housing. 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.

c. Drive shaft: Steel drive shaft (minimum 2.5 inch diameter) and slip-yokes only. Drive shaft must be painted white.

18. ENGINE OPTIONS AND SPECIFICATIONS:

a. 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. 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 and NO ANGLE PLUG HEADS. 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. Motor setback - #1 plug is to be no further back than the driver's side ball joint. Roller Rockers permitted, absolutely no stud girdles or shaft rockers.

b. INTAKE: Dual plane intake ONLY.

c. WATER PUMP: Steel or aluminum water pumps allowed.

d. OIL PAN: Racing oil pans allowed.

e. CAMS: Solid lift cams only. No rollers allowed

f. CLAIM: Engine/ Shock/ Carburetor Claim: Only top 3 finishers can claim anything on other top 3 finishers. (Example)The winner of the feature can claim a motor of the 3rd place finisher, or 2nd place can claim shocks of the 3rd place finisher. Any driver claiming must contact track officials 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.

g. MSD Ignition is ALLOWED

h. 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. dipstick

15. water pump
16. fuel pump, rod and plate
17. distributor
18. plug wires
19. water outlet and restrictor
20. exhaust manifold and pipes

NOTE: \$1,000 motor claim and swap motors to the top 3 only.

Disclaimer:

- **No tube chassis cars stock only! Meaning no hack jobs to make a full tube car (these are not Super Stocks) if it looks like one being a fab built chassis then it's illegal!**

NO QUESTIONS ASKED!!!

IF THE RULES DOESN'T SAY YOU CAN THEN DON'T!

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!