

2026 Hollis Speedway Rules

Safety/ General Rules

Driver rules

1. **Must have a full-containment seat or Hans device or Hybrid device. If these are not being used a 50lb weight penalty will apply.**
2. Fire suits required; Gloves and shoes are recommended
3. 5 point safety belts are required
4. Helmet and face protection required
5. Fire extinguisher required in every car
6. Kill switch must be clearly marked and in easy reach of driver
7. All holes in firewall and floor pan must be sealed in cockpit
8. Drivers head must be below top of roll bar
9. Must have minimum of three windshield bars in front of drivers cockpit
10. Raceceiver Mandatory
11. Racing seats are required in every class including Hotshot. A 50lbs weight break will be given for full containment seats.
12. If the driver gets out of his car he is disqualified.
13. If a driver's crew member steps on the track the car is disqualified.
14. Fighting is not permitted under any circumstances.

15. All classes have open wheel/tire unless noted otherwise.
16. All cars must have claimed weight posted (including any breaks and penalties)
17. Body diagrams can be found at the end of the rule book.

Spectator Rules

1. Firearms, explosives, or weapons are prohibited
2. Fireworks are prohibited
3. Drugs prohibited
4. No fighting or you will be banned
5. Under no circumstances are you allowed on the track while cars are in motion

RAIN-OUT POLICY

1. Once a feature event is completed within any division, the racing program will be considered a complete show.
Divisions not completing a feature event that evening will run a double feature program the following week, or as Hollis Speedway officials determine the best scenario to make up.
 - a. The first feature will be run according to the line-up for the rain date or at the point the feature was halted.
 - b. The second feature will be run according to the blind draw held at the pit window prior to the new night's event start.
 - c. There will not be any qualifying/heat race events on double feature nights for the division running two features. Points and prize money will be issued for both features.
 - d. There will be NO REFUNDS OR EXCHANGES DUE TO RAINOUTS. If NO feature has been completed armbands and tickets will be honored the following weekend only.
 - e. In the event that the following week is a scheduled special event, changes may be made to this policy to accommodate different sponsors and situations beyond our control.

Protest Rules:

1. All protests and claims must be filed by the driver or a member of the drivers team in writing with the tech inspector within (5) minutes of the race being completed. The protester must have the fee (cash only) in hand at the moment of protest.
2. The protested car has 5 minutes to decide if he wants to counter protest.
3. Visual protest must be made at least 30 minutes **BEFORE** heat races or qualifying begins, not after.
4. Any driver wishing to protest must have finished in the top 3 and be on the lead lap. You must protest the car in front of you. *Ex.* (if 5th protest 1st he must protest every car in between). Any car in the top 5 that is found illegal at the scales or by post race inspection may not protest.

5. A refusal to teardown will result in a forfeit and automatic disqualification and forfeit of all prize money.
6. Any rules found in violation during teardown will result in immediate disqualification.
7. The protested car may have (2) people in the teardown area and the protesting party may have (1) representative in the area. Fans or other team members who refuse to leave the area will be escorted from the property.
8. If a driver refuses to tear down the protester will be refunded 100% of their money
9. The techmans discretion will be utilized in determining the car's legality. Any decision made by the techman and/or track is **FINAL**

V-8 Engines

1. \$350.00 one head and 2 valves. (Track retains \$50)
2. \$400.00 oil pan (Track retains \$50)

4 Cylinder Engines

1. \$250.00 for head and 2 valves. (Track retains \$50)
2. \$350.00 for oil pan (Track retains \$50)

Crate Engines

1. \$1100.00 (Track retains \$100)

All Classes

1. \$150.00 flywheel and clutch (Track retains \$25)
2. \$50.00 for Carburetor (Track retains \$25)
3. \$50.00 to check wheel base (Track retains \$25)
4. \$150 for rearend (Track retains \$50)

Any items not listed in the fees above is considered a visual and must be protested before the race, not after.

Disclaimer

The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events, to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events. **No express or implied warranty of safety shall result from or of compliance with these rules 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. The word "track" will mean Hollis Speedway. The track and techman will always have the final call and may amend the rules and regulations anyway they deem necessary.

Hollis 4cyl (Stock)

Car:

94-inch minimum wheelbase, front and rear tow loop mandatory, must be considered as a compact car, NO AirBAGS ALLOWED.

Weight: 2300lbs.

Engine: (Protest Fee \$250) 4 cylinders only and MUST BE STOCK for car, no modifications, or alterations to engine at all no exceptions) Fuel injected only. No turbos, Super chargers, or rotary engines. Stock exhaust must extend past drivers' door. Cold air intake and aftermarket air filter allowed. Battery can be relocated for safety but must be in a battery box that is bolted down, covered, and not exposed to the driver.

Headers: Allowed Transmission: (Protest Fee \$150) Auto or standard ok. Must be stock no modifications or altering

Driveline: (Protest Fee \$100) Front wheel drive only. No AWD allowed, rear end must be stock and in stock location for make of car. Up to 1-inch rear steer can be added if obtained with stock parts

Suspension and Frame: (Protest Fee \$100) No altering in any way. Stock shocks, struts, racing springs are ok on the right side only and cannot be adjustable, moving suspension components must be in stock locations and unaltered.

Tires: Any DOT street tire, racing tires permitted 8in max.

Body: (Visual) 2 or 4 doors, all glass must be removed, backseat must be removed and any fire hazard substance, but all racing must remain stock. (Dash bracing, seat bracing, etc.) Aluminum fabricated dash with aftermarket gauges is ok. Any opening from removing stock parts must have sheet metal covering to protect driver (backseat to trunk-firewall) driver and passenger doors can be minimum hulled for roll cage installation. All doors must be welded or bolted shut. Car must have a 4-point roll cage with X bracing behind the driver. That will be inspected and deemed safe before competing in the 2022 race season. If you run an off set or half cage you must have at least 1 right door bar welded to the main cage. must have a charged fire extinguisher within drivers reach

4/6cyl Hotshot

Body-

1. Must remain stock *with the exception of a (4in. Max) spoiler, all glass must be removed.
2. front and rear tow hook/chain required for wrecker towing
3. 2 or 4 door cars allowed
4. doors must be welded shut.

Engine-

- 1.) Engine must be outwardly stock appearing. There is no engine teardown or protest.
- 2.) Engine must match brand of car (ex. Honda must have Honda engine). Engine swaps are allowed.
- 3.) Computer may be chipped and/or tuned.

Transmission- Stock, LOCKED frontend are permitted.

Fly wheel- Stock OEM no modifications. stock clutch

Tires- any DOT street tire, racing tires 8in max

Wheels- 8in width max. Steel only any offset. 1in lug nut mandatory.

After market racing wheels allowed.

suspension- stock, **No exceptions.**

Roll Cage- Mandatory 4 point, all bars welded, driver door may be hulled for bars .

Seatbelt- Mandatory 5 point harness

Mod. Mini (SM4MA)

Body-

No extra panels -wings or aero doors-plates on the nose - roof-or sides of car nothing above the deck of car other than rear spoiler and flat roof may have rock guard for driver and hood scoop

- Stock auto body allowed. 100lb weight break allowed.
- May have any body
- Inner panel may be removed.
- Must have stock firewall in stock location and full floor
- Open back end allowed.
- Spoiler and side plates must be no more than 8" max.
- Must have a roll cage and all safety equipment.
- Cage must be secured to the unibody.
- Chassis on a Fox Body Mustang can be cut in front of front shock towers and behind rear shock towers and finished out with tubing, as long as they remain in the stock position and mount.
- Leaf spring cars must retain the chassis all the way back to the rear leaf spring mounting points and positions, trunk area can be cut out but the shocks must go through the OEM holes.

Suspension

- Must be stock suspension
- 1 shock per wheel. No canister shocks. No 4 bar suspension.
- Lowering blocks ok.
- Adjustable buckets and wedge bolts are permitted.
- Racing springs permitted, must be in stock location.
- May cut/lower a frame for caster/camber adjustments.
- May cut panhard bar, must retain stock ends, non-adjustable.

- Caster and camber plates ok.
- Shocks with external reservoirs will not be allowed.
- Racing shocks and struts are allowed as long as they can be mounted in the FACTORY POSITIONS. Shocks must retain stock angle.
- In order to be able to run different shocks, the shock mount can be moved up for shock travel as long as the angle is not changed
- Only one shock per wheel will be allowed
- Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
- Bump steer will be allowed.
- All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
- 4-link cars may adjust pinion angle, adjusting the length of the upper links only.
- Bushings or offset bushings ok in steering rack.

Brakes

- 3 wheel brake shut off permitted.
- may remove caliper and rotor on RF only.
- 4 wheel disc brakes permitted.
- Dual master cylinders permitted.

Wheels and tires

Beadlocks allowed.

- 8" wide wheels permitted.
- Wheels over 8" maximum width must carry a 10lb per wheel weight penalty.
- Any tire not to exceed 10 in maximum
- Any compound

Any header permitted

Driveline

- Only a stock transmission will be allowed. Top loader transmissions will not be allowed.

- Transmission must have forward and reverse gears.
- Lightening of the transmission is allowed.
- All internal gears must be OEM stock production gears.
- No billet gears allowed.
- No aftermarket transmissions allowed.
- No racing transmissions allowed.
- Any working race clutch, such as Tilton, Quarter Master, or Gold Star allowed. Couplers are not allowed.
- If you run a stock clutch, pressure plate, and stock lightened flywheel, you can take a 50 pound weight break.
- Any stock style oem (factory)rear end

Engine

- Stock engine location.
- No engines with more than 2 valves per cylinder.
- Formula for CC: bore x bore x .7854 x stroke x 4 = cid, then divide cid by .061 (tolerance .010 for wear).
- No rotary or turbo or DOHC
- Any steel rod; no aluminum or titanium.
- Stock crank or billet crank permitted.
- Oil pan- any wet.
- No dry sumps may have regulated exhaust evac system.
- Any flat top piston/toyota 1600 and 1800 may run dome piston

Ignition

Any ignition system allowed.

Weight breaks

- If you run a stock clutch, pressure plate, and lightened factory flywheel, you can take a 50lb weight break.
- Stock (untouched)OEM intake manifolds (with no porting/polishing) may take a 50lb weight break.

- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting or polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.

- If you run a stock body, you may receive a 100lb weight break.

- If you run 8" wheel and 8" tire you get 10lb per wheel weight break.

Weight penalties

- Aftermarket cast iron heads must carry a 50lb weight penalty.

-Any fabricated sheet metal or custom intake 40lb penalty

- Wheels over 8" maximum width must carry 10lb per wheel weight penalty.

Cylinder head

Any cast iron head allowed as long as they are/were available to the general public for sale.

-Any valve in open head

- OEM production aluminum heads on Toyota allowed.

- No aftermarket aluminum heads allowed on any engines.

- No dual cam shafts.

- Milling, porting, and polishing allowed.

- No relocation of intake/exhaust ports or runners.(No raised intake runners must conform to stock gasket)

- Any cam allowed.

Fuel

- Any racing gas or pump gas allowed.

- Any fuel containing any type of alcohol will not be allowed, that includes E85 and oxygenated fuels that contain alcohol

No (NOS) Nitrous oxide systems

Carburetor

Fuel injection will not be allowed.

- Holley 4412 500 cfm and Holley 7448 350 cfm 2-bbl carburetors allowed.

- No 4-bbl carburetors.

- No aerosol carburetors allowed.
- Choke horn may be removed.
- Carburetor must have boosters with no modifications to boosters or venturi.
- must pass no go gauge top and bottom no cut throttle shafts

Base weight

Any engine up to 2250cc must weigh 2200 pounds.

- Any engine between 2251cc and 2400cc must weigh 2400 pounds.
- Any engine between 2401cc and 2610cc must weigh 2500 pounds.
- Any engine between 2611cc and 2850cc

Must weigh 2650 pounds.

- All weights must be posted in clear view including all breaks and/or penalties.

The tech man has the Final call

Track reserves the right to change, delete, or amend the rules in the interest of competition.

- Any size valves allowed. Valve guide spacing cannot be altered.
- Aftermarket cast iron heads must carry a 50lb weight penalty.
- OEM cylinder head with either hydraulic or solid lifters, with only bowl work, no porting/polishing, stock size valves, and a flat tappet cam may receive a 100lb weight break.

Track reserves the right to change, delete, or amend the rules in the interest of competition.

- Leaf spring cars may use blocks or jack bolts to adjust the ride height of the car.
- Bump steer will be allowed.
- All suspension pivot points must remain in the factory locations; aftermarket bushings/monoballs will be permitted.
- 4-link cars may adjust pinion angle, adjusting the length of the upper links only.
- Bushings or offset bushings ok in steering rack.

Factory stock

The Statement: Unless it came on a stock, mass produced vehicle, it is NOT LEGAL UNLESS SPECIFIED HERE! If it came on a stock, mass produced vehicle and it is prohibited here, it is NOT LEGAL! All dimensions are referenced as the car is raced. Your tire pressures, spring settings, etc., may put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track.

ELIGIBLE MAKES/MODELS: Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. Check with track before you build.

MATERIALS: No ceramic or carbon fiber parts allowed.

RADIATOR: One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

ENGINE:

Location: Stock location for Make / Model / Year.

Option 1 GM CAP SEALS or GEN-4 Green or GEN-5 Black Crate Racin' USA Seals ONLY. If Seals are altered, you will be DISQUALIFIED. May run 4-barrel carburetor, no super bowl carburetors. GAS ONLY. CRUSA engine rules apply only a Crate CRUSA certified engine builder can rebuild or work on engine. Crate Racing 602 Rules apply to this option.

Option 2 Engine MUST pull 16" of Vacuum @ 1,000 RPMs, NO MORE than 180 lbs compression. No Vacuum Pumps.

BLOCK: Stock based, steel, small block not to exceed 362 ci. Must be stock bore (+60 okay) and stroke. NO stroker / hybrids (No 383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

Cam: Chain driven.

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic.

PISTONS: Dished or Flat. No Domes.

RODS: OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. No H-Beam rods.

HEADS: OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/Polishing.

VALVES: Maximum of 2 valves per cylinder. Max intake is 2.02. Max exhaust is 1.600.

CARBURETOR: One carburetor 500 cfm two-barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. No Porting or Polishing. MUST PASS GO/NO GO gauge. The

accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxying the boosters for safety.

INTAKE MANIFOLD: No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. Dual Plane Intake ONLY.

CARBURETOR ADAPTER/SPACER: No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic. Cannot extend into manifold. **AIR FILTER HOUSING:** No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal.

IGNITION: Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank triggered ignition. No ignition boxes.

ALTERNATOR: If used, must be 12 volt and of OEM design.

HARMONIC BALANCER: After market to include fluid damper okay.

NUMBER ONE PLUG: Must be at stock location for make and model. Engine has to be in stock location on frame. ZERO ENGINE SET BACKS.

STARTER: Full size or Mini Starter okay. **MUST HAVE STARTER.** **WATER PUMP:** Aftermarket okay.

POWER STEERING PUMP: Stock location. After market power steering pumps and steering quickeners are okay. **ACCESSORIES:** Other items must be OEM style but may be after-market items.

PROHIBITED: Any titanium or other similar sophisticated lightweight parts. Mounting the engine so the centerline of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL: Racing gasoline OKAY. **NO E 85.** No aftermarket additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST: Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers.

FLYWHEEL/FLEXPLATE: OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION: Single disc clutch only 10 ½" minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, 4" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum.

DRIVE SHAFT: OEM steel. Universal joints are to be similar in design to OEM units.

REAR END: Ford 9" OKAY in any make. When using 9" Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on. OEM 5 or 6 lugs OKAY, consider installing C-Clip eliminators or other provisions such as that breaking a rear axle does not cause the axle to come out of the housing.

BRAKES: Minimum of 2 rear and 1 front brake. No floating brakes.

BATTERY: May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. **NO EXCEPTIONS.** Must power the starter and the ignition and any accessories.

CHASSIS: OEM for Make / Model / Year of the body.

WHEEL BASE: Must be as manufactured for the Make / Model / Year. **Minimum Wheel Base 108"**.

STEERING: OEM style for Make / Model. No Rack and pinions unless OEM Equipped.

SHOCKS: ANY steel bodied shocks, must be mounted in stock location with stock OEM mounts. NO heim joints allowed on shocks.

FRONT SUSPENSION: Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. May use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. OEM style and dimensions racing shocks allowed. Shocks **MUST** use the OEM mounts and remain in their OEM location. **NO SCREW JACKS.** No Bump Stops or Shock Covers. **NO SPRING RUBBERS.** **NO SPRING BUCKETS.** **NO CHAINS, NO CABLES, or NO TETHERS** allowed anywhere on chassis or suspension. **SHOCKS MUST BE MOUNTED IN STOCK LOCATION, NO SHOCK EXTENSIONS** OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Lower control arms **MUST BE STOCK** to the chassis being used. Also, upper control arms, spindles and lower control arms must be in **STOCK LOCATION** for chassis being used. Speedway 3- Piece Spindle or Stock **ONLY.** Spindle must be for make of car. (Example Camaro to Carmro, Metric to Metric.)

REAR SUSPENSION: OEM. Shocks must use the OEM mounts and remain in their OEM location. If using a 9 inch Ford housing lower, shock mount must be 4½ inches below bottom of axle tube. ½/ inch TOLERANCE. **NO Shock Extensions, No Spacers or Washers. NO SCREW JACKS.** No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. **NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS** allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, ECT.

TRACTION CONTROL: Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY: OEM production body or **sheet metal body OKAY MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND)**. Complete stock body, unaltered except as stated here. Hoods may be gutted.

DRIVER COMPARTMENT: You can run STOCK floor pan and firewalls in stock location, OR Minimum of three windshield bars in front of driver. Aluminum high-back seat only, must be bolted in using minimum 0.375 inch bolts. Seat must remain inside all confines of roll cage. Maximum 70 inches from the back of the engine block to the front side of seat, measured at the shoulder harnesses. Driver must be sealed off from track, driveline, engine and fuel cell. Kick and rocker panels may be removed. Front OEM firewall may be replaced using steel fabricated full firewall, 18 gauge or minimum 0.049-inch thickness. Entire firewall can be no further back than 12 inches from the back of engine block, measured horizontally. Dash must not extend more than 24 inches back from top of firewall. Dash must be flat, extend from door to door, rear can be no higher than front, except for cowl in front of driver. OEM floor pan may be replaced using steel fabricated floor pan, 18 gauge or minimum 0.049-inch thickness, securely welded to frame. Floor pan may be replaced from front firewall to rear halo supports. Must remain flat/OEM appearing from frame rail to frame rail, can be no higher or lower than frame rail. Exception is maximum eight-inch-tall driveshaft tunnel. Tunnel must remain similar to OEM tunnel in size. No cockpits, interior must remain open. Inner panel on outside of passenger door bars allowed, may connect to top of door. Full rear firewall may be aluminum or steel and may be located no further forward than rear halo supports and no higher than bottom of rear opera windows. All holes in firewalls must be covered with metal. No driver adjustable devices allowed while car is in competition except brake adjuster. No mirrors.

NO decking allowed, must have open cockpit from firewall to rear firewall. All doors must be welded and / or bolted shut. Doors may be gutted. Install NO 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in driver's compartment unless contained in conduit / pipe. Fenders may be cut for tire clearance. Front fender well may be removed The rear of the car must be closed in Rear removed. The rear of the car must be closed in. Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece. A minimum of 2inches.

NOSE/GRILL: Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. MUST Match Body/ Year Model.

Hood: May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3" tall with the length proportional to the height.

ROOF: Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR: See the section on SAFETY. No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

TRUNK LID: Required. May be gutted. Must be able to be opened.

REAR BUMPER: Any Make / Model OEM OK. Fabricated OK if approved. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline.

SPOILERS: Not allowed, PERIOD. (If your car came with one take it OFF).

WHEELS: 15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OKAY. **Bead Locks OKAY**

TIRES: any 8in tire. NO mudgrips, Grooving and siping ok.

WEIGHT: All cars must weigh 3200 pounds with the driver.

Bomber

BODY

1. All bodies must be stock appearing bodies.
 - a. Aluminum sides allowed.
 - b. Fenders and quarter panels may be cut for wheel clearance only.
 - c. Five Star "Street Stock" steel replacement body panels allowed – must be the 101S body package or individual items stock replacement parts.
 - d. There will be a weight penalty for any unapproved bodies. (Penalty TBD on a case by case basis.)
 - e. Aluminum bodies are permitted with NO weight penalty.
2. Doors must be welded or bolted shut. Aftermarket nose and rear bumper pieces permitted.
3. Quarter panels must remain in their original position. Cars with raised quarter panels or deck lids will be required to remove rear spoiler (per tracks discretion). 45 inches high at top of spoiler, including bracing.
4. Stock bumpers only.
 - a. No heavy pipe reinforcements behind the bumper – lightweight tube bracing ONLY.
 - b. No push bars allowed in front of the bumper.
5. Stock floor pan and firewall does not have to be retained.
 - a. All holes in the floorboard and firewall must be covered with sheet metal.
 - b. Firewall may be cut for distributor
6. Dashboard may be replaced with sheet metal.
7. Complete bumper-to-bumper uni-body must be retained.
8. must have stock bumpers
9. No bump bars of any kind.
10. May have a radiator protection bar, cannot extend past the front bumper.
11. Protest of body must take place before the race

FRAME AND SUSPENSION

1. Minimum wheel base 105".
2. All frames must be stock from clip to rear clip. No altering, shortening, or interchanging of any kind.
3. May relocate top a-frame. May run tubular top a-frames. Lower a-frame must be stock and in stock location.
4. Uni-body cars may be connected. Stock shape of uni-body may not be altered in any way.
5. No reese bars, J-bars, torque links, weight jacks or any other traction-enhancing device allowed.
6. Steel shocks ONLY. No coil-over shocks. No adjustable shocks. Schrader valves ok.
7. Stock type suspension for make and model only. Leaf spring cars must have leaf springs only mounted in original position. Coil spring cars must have springs mounted in stock location. Trailing arms must be stock length for make and model of car and mounted in the stock location. Tubular rods permitted, MUST BE STOCK LENGTH.

8. Stock type brake systems or dual master cylinders allowed.
9. Screw jacks allowed.
10. 6-point roll cage required – must be welded to frame rails and all connections must be fully welded.

11. REAR SUSPENSION

- a. Rear trailing arm mounts at frame or leaf spring mounts, must remain unaltered and in stock location. Leaf spring cars may have adjustable shackles on rear only.
Rear trailing arms must be stock (may be boxed for strength and safety), or stock length tubular, adjustable trailing arms are ok. Arms must be factory length trailing arms for car being raced, 2 ¾" maximum from bottom or rear end housing to center of control arm bolt.
- b. Upper control mounts maximum of 3" from center of top of rear end housing to center of mounting bolts or on 9" Ford housing, 7 ¾" from seam center of axle tube to center of mounting bolts.

TRANSMISSION AND REAR END

1. Stock factory production manual or automatic transmissions/Bert-Brinn transmissions permitted.
Automatics must have stock type and size torque converters. No lock ups or shut off valves allowed.
2. Stock factory production rear ends.
3. GM cars may run Ford 9" and the floater is OK.
4. Drum brakes or rear disc brakes. Rear disc brakes must have stock single piston calipers only. No aftermarket calipers allowed. Rotor hats must be stock steel. No aluminum or aftermarket rotor hats.
5. Brake adjusters are permitted.

WHEELS AND TIRES

1. open tire
2. Steel wheels only. No aluminum wheels. 12" maximum width. Wide 5 Wheels permitted. steel bead lock allowed
3. Grooving, siping, and buffing tires permitted.
4. All numbers, codes, and manufacturer names must remain visible on the tire.

ENGINE

- * GM602 crate engine allowed with seals in place
1. No high performance equipment or machine work permitted unless otherwise noted here.
 2. Only stock factory street production V-8 or V-6 engines permitted.
 - a. Must be mounted in stock location center of chassis.
 - b. #1 spark plug must be in line with, or in front of, upper ball joint.
 3. GM 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. Engines must be stock bore and stroke. 0.60ths over bore permitted.
 4. No big blocks permitted.
 5. Deck may be surfaced but pistons may not exceed the top of the block.
 6. Racing oil pans permitted – must be made of steel. NO aluminum oil pans.
 7. No engine interchanging – car and engine must be same manufacturer.

8. Stock factory production steel or cast iron cranks permitted. Eagle or Scat crank acceptable.
 - a. This is the only aftermarket crankshaft allowed and must have factory numbers intact.
 - b. No knife edging or lightening of cranks.
 - c. Crankshafts must be stock stroke to size of engine.
 - d. No stroking or D-stroking.
 - e. Cranks must weigh 47 lbs. All cranks weighed with pilot bushing, cam gear, bolt and washer.
9. Engine balancing permitted.

CYLINDER HEADS

1. Heads must be standard production factory steel or baby butt, 461, 462, or 041. Vortec 062 & 906 cylinder heads permitted with the following specs – 175 cc intake runner volume max, 64cc max exhaust runner volume. No bowtie, dart, or angle plug heads.
2. No angle milling, porting, polishing, squaring or epoxying of ports. Screw in studs or guide plates permitted. Rocker studs may be pinned. No roller or roller tip rocker arms. 3 angle valve jobs permitted.
3. Stainless steel valves allowed.
 - a. Chevrolet 350 - 1.94" maximum intake & 1.5" maximum exhaust.
 - b. Ford, Chrysler and other GM products must be stock sizes. Stock diameter valve stems.
4. Steel valve retainers and keepers only. No aluminum, titanium or other exotic material retainer. Any valve spring.
5. No mismatching of Cleveland or Windsor heads.
6. Screw in studs or guide plates permitted. Rocker studs may be pinned.

PISTONS

1. Have to cast or forged flat top, with four valve relief pistons.
2. No dome pistons permitted.

RODS

1. Stock length forged steel I beam rods only – no H-beam rods.
2. 3/8 rod bolt maximum.
3. No billet or exotic material connecting rods.

CAMSHAFT

1. Hydraulic flat tappet camshafts permitted.
2. Hydraulic roller camshaft allowed with 50lb weight added to total weight.
3. Maximum .450 lift at valves
4. No solid lift cams. No anti-pump up or Rhoads lifters permitted.
5. Lifters must be stock diameter to make of engine.
 - a. Chevrolet – .842"
 - b. Ford – .875"

INTAKE

1. Any cast intake permitted
 - a. aluminum factory production low profile intakes
 - b. may use aftermarket aluminum dual plane low profile intake manifold.

EXHAUST/MUFFLERS

1. Collector type headers only. No 180 degree headers, or TRI – Y headers. over rail/under rail permitted

2. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
3. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

CARBURETOR

1. 750 Max, dual or single line carburetor permitted.
2. HP style permitted
3. Must pass track's go/no-go gauge(s).
4. 1in carb. spacer or adapter allowed.

FUEL SYSTEM

1. Fuel tank may be moved inside of trunk. Tanks must be securely mounted. Fuel cell highly recommended.
2. Pump gas or racing fuel only. (RACING FUEL AVAILABLE AT TRACK)
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
3. E85 Fuel is allowed
 - a. Fuel must check within 1% at any time checked, (MIN 84%ETHANOL-MAX 86%)
4. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitro methane, nitro propane, or any nitrate additives.

IGNITION SYSTEM

1. Stock factory production electronic or breaker type ignition systems only. Ford allowed HEI type aftermarket distributor.
2. No MSD's or aftermarket ignition systems of any kind allowed. No spark enhancing devices of any type allowed.

CLUTCH

1. Standard stock type single disc clutches – must have diaphragm or finger type pressure plates. Bert-Brinn clutch packages permitted. Triple Disc clutch permitted.
 2. 10" steel flywheels only.
 - a. No drilling or lightening of flywheel allowed.
 - b. 15lb minimum.
 - c. Pressure plate 13lb minimum.
3. No aluminum flywheels, or RAM couplers allowed.

WEIGHT

1. All cars- 2,950 lbs.
2. Deduct 100 lbs for cars with 112" and longer wheelbase.
3. All cars must have a specified weight posted on the top left side of the roof.
4. Minimum weight will be measured with the driver in the car.
5. Attached weight must be securely bolted to the frame with 2 - ½" or larger bolts.
6. No weight may be attached to the rear bumper.
7. No lead pellets or liquid weight.
8. No driver operated weight adjustment devices.
9. One pound per lap weight allowance after race.
10. Track reserves the right to adjust weights in interest of competition should it deem necessary.

Open-Wheel

Engine Rules:

Engine Option 1:

1. Chevrolet Performance Part #88958602/19258602/88858602 (CT 350)/Quicksilver 602 Commonly referred to as "602" engine. Engines MUST be sealed in all six (6) locations with either Chevrolet Performance cap seals, or approved aftermarket seals.
2. The ONLY aftermarket seals allowed for competition are:
 - a. GM twist off bolt engines will NOT be legal.
 - b. Chevrolet Performance cap seals/Factory sealed Quicksilver seals,
 - c. Crate USA Gen IV (Green) or Gen V (Black) cable seals, RUSH cable seals, IMCA cable seals allowed.
 - d. NOTE: Crate USA Gen V (LIGHT BLUE) Seals are allowed . These seals will begin with number 4060X.

Engine Option 2:

1. 362 Cubic inch maximum, factory steel production blocks. May run factory replacement DART SHP block- part #31161111.
2. Any cast iron 23 degree steel heads. NO porting or polishing of cylinder head. NO Aluminum heads.
 3. Max valve size: 2.02" intake, and 1.6" exhaust.
 4. Any intake manifolds. NO porting or polishing.
5. Steel or cast cranks and rods. No exotic material cranks or rods (ex: aluminum or titanium)
 6. Flat top pistons only.
 7. Any flat tappet camshaft only. No roller cams.
 8. Timing chains only. No gear drives.
 9. Stud mount rockers only, No stud girdles,

10. stock diameter valve springs only. 1.260" maximum O.D. Beehive springs allowed, 1.320" maximum O.D., ANY manufacturer (Chevy, Ford, or Dodge). NO double valve springs.

Weight Rules:

1. Cars equipped with a 602 (Engine option #1) must Weigh 2,400 lbs.
2. Cars equipped with engines falling under Engine Option #2 Rules must weigh 2,600 lbs.
3. 4-link Crate must weigh 2,450 lbs. Must have 6,200 chip
4. 4-link Built must weigh 2,650 lbs. Must have 7,000 chip.
5. all cars will be allowed a 1 lb. per green flag lap burn off allowance at the completion of any race

Engine Setback Rules

1. Engine bell housing flange to center of axle tube – 70" minimum

Carburetor Rules:

1. Engine option# 2 -500 CFM 2 barre ony.
- 2.2 Barrel carburetor will be checked with go-no-go gauges top to bottom.
3. Either engine Option may run 1" maximum carburetor spacer, .040" tolerance. At no point may spacer extend into intake intake manifold area, Two (2) standard thickness carburetor gaskets, .070" maximum thickness allowed.
4. Engine option number 1 may run 1 4-barrel carburetor. Chevrolet 602s perform best with a quality 650 CFM carburetor.
5. All carburetors (for both engine options) must have conventional style floats along with needles and seats. NO individual cylinder tuning or equivalent allowed.
6. Both engine options carburetors must have "Holley-style" straight or down leg boosters. NO exceptions. NO super bowl type carburetors allowed. Willy's Equalizer Carburetor OK for competition.

Distributor Rules:

1. No magnetos.
2. Electronic Ignition OK. NO 7 AL Box; chips subject to be checked. 6 AL, 6 ALN, Digital, or Equivalent.

3. No electronic traction control devices allowed.

Starter Rule:

1. All cars must have a starter in working order.

Water Pump and Power Steering Pump Rules:

1. Stock type cast or aluminum water pump permitted.

2. No electric water pumps.

3. Manual fans only. No electric fans.

Exhaust Rules:

1. Collector type headers required. Must have four (4) tube into one (1) collector.

2. Mufflers not required, UNLESS track mandates them. If mandated, mufflers must have some type of internal noise dampening characteristics i.e baffles. Extruded holes, screen, chambered, etc. Mufflers must meet local speedways noise decibel requirements,

3. No tri-y headers or merged headers allowed.

4. No square tube headers.

Roll Cage Rules:

1. Must be constructed of minimum 1.05" O.D. steel tubing, with a minimum wall thickness of .095",

2. Minimum of 3 door bars, minimum of 1.05" O.D. steel tubing and .083" minimum wall thickness on driver's side.

3. Minimum of 2 door bars on passenger side

4. Drivers head/helmet should not protrude outside of cage with helmet on.

Body Rules

1. CRUSA, IMCA, UMP Rules allowed with noted dimensions and measurements 2-10.

2. Full size fiberglass or aluminum roofs. No dished roofs.

3. Sail panels – must be solid and meet specifications. Must be mounted within 2" of outside edge of interior deck.

4. Rear spoiler – 4” maximum material height and maximum 67” wide. Maximum three (3) spoiler braces allowed, must be mounted in line, of equal material. No wings, lips, or fins of any type allowed.
5. Aluminum nose panel must be flat, with a maximum 2” Side fins allowed on nose.
6. Engine compartment must remain open, with no side panels.
8. Nose pieces may be maximum 42” wide, centered between frame rails, and must not extend more than 42” from the center of the wheel.
9. No rub rails, or any bars of any type outside of the tires/body panels allowed.
10. A. Center of rear wheel to front edge of door 76” max.
B. Center of rear wheel to rear edge of quarter panel 34” min/50” max.
C. Rear deck height: 39” measured 6” in from left side of T-bar
D. Rear of sail panel height at spoiler 4” max.
E. Sail panel curve from rear of roof to rear of panel 2” max.
F. Sail panel bow from bottom to roof 2” max.
- G. Roof measurements: 53” max width 32” min width front/back/left/right. Max 1” lip on sides.
H. Deck width 67” max.

Transmission and Driveline Rules:

1. No straight/ direct dives, No in or out boxes.
2. Bert, Brinn, or equivalent ok. Aluminum bell housing OK and recommended.
3. Drive shaft loop mandatory on all cars. Must be mounted 5” to 8” behind front U-joint of drive shaft.

Suspension Rules:

1. No data acquisition devices of any type allowed.
2. **Front Suspension:**
 - a. One spring rubber allowed per corner. No progressive springs
 - b. Any stamped steel, stock, lower control arm. When utilizing tubular lower control arms, one side must be OEM measurements. The opposite side may be +/- 1” of EM measurements.

- c. Any stock passenger car spindles
- d. One spring allowed on each corner. Must be a minimum of 5". E. Tubular upper A-frames allowed. Upper A-frame mounts may be relocated.
- F. Lower A-frame mounts cannot be altered. Must remain stock and in stock location.
- G. No bump stops of any type allowed.
- H. No chains/limiters of any type allowed
- i. Stock type steering box. No rack and pinion. Steering quickener ok. Stock center link . j. Tie rods may be tubular and made with heim joints.
- K. Steel brake rotors and calipers only. No aluminum suspension parts allowed.

3. Rear Suspension:

- a. One spring rubber allowed per corner. No progressive springs. B. Quick change rear ends allowed. Magnetic steel axle tubes, hubs, rotors, and drive flanges only. No gun drilled axles. C. Steel brake rotors and calipers only. NO brake floaters.
- D. All rear suspension mounts and/or brackets must be welded or bolted solid.
- E. One spring allowed on each corner. All springs must be a minimum of 5".
- F. All rear springs must be mounted centerline of rear end housing.
- G. No sliders.
- H. Three(3) link suspension setups must adhere to the following requirements:
 - I. Lower control arms must be a maximum length of 24" and minimum of 15".
 - II. Upper control arm should be constructed of solid material with no bushings or springs located at the top center of the rear end housing and remain centered over the rear end housing and top of the drive shaft (1" tolerance). No movable brackets.
 - III. One panhard bar, minimum 23" length, may be mounted behind the rear end housing,
 - IV. J -bar may be used, minimum 19 ½ length. Must be mounted from left side of chassis to the right side of the drive shaft.
 - V. Rear springs must be mounted on top of the axle tube. Center of spring must be center of axle tube. Zero tolerance

i. Stock OEM suspension setups must adhere to the following requirements:

I. Lower control arms must remain in stock location on chassis.

II. Lower control arms must be mounted no lower than 2¾ from bottom of axle tube.

III. Upper control arms must remain in stock location on chassis.

IV. Upper control arm mounts 7¾" from center of axle tube to center of mounting bolt .

V. Rear springs must be mounted on top of axle tube. Center of spring must be center of axle tube. Zero tolerance

4. Leaf spring suspension – any leaf spring allowed. No coil springs allowed.

5. No bump stops of any type allowed.

6. Solid limiting chain allowed on left rear and right rear suspension. Must be a solid limiter.

7. 1-bar mount at frame and pinion may be aluminum. No other aluminum suspension parts allowed.

8. **4-LINK REAR SUSPENSION:** 1 shock and spring per corner. Shock and spring must be separated. Pullbar **must** remain solid. Must have solid limiters, no springs or bumps.

Chassis and Frame Rule:

1. Wheelbase – minimum 108", maximum 112". 1" tolerance maximum.

2. Stock production frames only. Must extend from 1" in front of power steering box to mid-plate.

Fuel. Fuel Cell and Fuel Pump Rules:

1. An approved fuel cell must be securely mounted in the trunk area of the car, inside a .20-gauge metal box supported by a minimum of 2" x 1/8" steel straps. Fuel Cell must have roll over check valve in fuel cell vent.

2. Gasoline, Racing Gas, or E-85 fuel allowed. No methanol or alcohol.

3. No Electric Fuel Pumps.

Shock Rule:

1. Steel bodied, symmetric (same size/diameter), non-adjustable shocks only. Shocks must have solid shafts. No Schrader valve shocks. No piercing valves. Shock valving or gas pressure may not be adjustable at the racetrack. No shock covers. No air shocks. No remote reservoir shocks.

2. Shocks must fully collapse. No internal bumps allowed.

Tire and Wheel Rules:

1. 8" maximum steel wheels. Bead locks allowed. Stock type lug pattern only.

2. No wide 5 wheels or adapters.

3. Wheel covers must be securely fastened.

Hobby

Southern Outlaw Hobby Series rules are in effect. Any exceptions will be in Red.

2026 TECHNICAL RULEBOOK NOTICE – PLEASE READ: All cars with must first be approved by Track Technical Inspector. Remember, this is not Late Model. No compacts, convertibles, sports cars or station wagons. This is a clip car class that is separated from late models by the stock location of the lower a frames and the 3 link or leaf spring rear suspension.

BODY

1. All bodies, stock or aftermarket, are subject to approval by the technical inspector. (Install it right the first time.)
2. Stock appearing aftermarket steel or aluminum bodies will be allowed.
 - a. All aftermarket bodies must have plastic nose pieces.
 - b. If you use an aftermarket body, install it correctly.
3. Aftermarket bodies must not exceed a maximum width of 76 inches behind the driver, 72 inches at spoiler. Body line front to back, one inch tolerance up and down. Quarter panels must not angle outside the door.
4. Late Model Bodies Permitted. (Diagram at the end of rule book).
5. Any nose piece is allowed.
6. Deck height is 39 inches to the top of T-bar. 1" tolerance after race.
7. No front push bars will be allowed.
8. Must have a rear fuel cell bar.
9. No glass or lexan windows; must be open.
10. Any plastic additions must conform to original body contour.
11. No homemade nosepieces.
12. Spoilers may have a maximum size of 8" high by 72" wide.
13. Gurney flaps or curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements.
14. Three spoiler braces allowed. Brace max size: 18" long at base, 8" tall at the back, 4.5" Tall at front. Standard late model spoiler braces.
15. Boxed interiors permitted.

FRAME AND RAILS

1. Minimum 103" wheelbase.
2. Tying frame rails together, reinforcing, or X bracing permitted.
3. Weight jack area may be altered. Buckets, plates, mounts, etc.
4. Frame or frame rails may be replaced from snout to rear of car. Must be .095 wall Thickness.
5. Front snout, stock Camaro, or the optional Howe Racing LLM direct replacement Camaro Front clip Part#358-8- 01 (2x4 rails and stock lower A arm mounts)
 - a. Howe clip must have the Howe inspection tags in place to be legal.
6. Technical inspector must approve all cars with replaced frame or frame rails.
7. Round or square tube frame rails from snout back.
8. Ford clip must have original strut rod placement. In stock location.
9. Cross members can be modified for clearance of oil pan but must remain in stock location.

FRONT SUSPENSION AND STEERING

1. Any upper control arms and mounts permitted.
2. OEM lower control arms for make and model.
3. Tubular stock replacement lowers in stock location also permitted.
4. Aftermarket bushings permitted.
5. OEM or safety spindles and hubs permitted.
6. 5" minimum O.D. on front coil springs.
7. Weight jacks permitted.
8. OEM steering type boxes.
- *9. Rack and pinion cars **must add 50lbs** in front of engine plate(where block and bell Housing meet) on the left(driver) side of motor. **(If a sanctioned Southern Outlaw Hobby race).**
10. Inner and outer tie rod ends may be rod ends. Any tie rod sleeves permitted.
11. Racing shocks permitted; one shock per wheel. No canister shocks; non-adjustable, Schrader valves are permitted.
12. Non-adjustable shocks only.
13. Bump stops permitted.

REAR SUSPENSION

1. Slide boxes on leaf spring cars permitted.
2. Upper link, rubber bushing torque link, or spring loaded type upper link permitted on leaf Cars.
3. No fifth coil, lift bar, or Reese bar, etc.
4. 90-10 shock allowed on top of rear end only.
5. Racing shocks permitted; one shock per wheel. No canister shocks; non-adjustable, Schrader valves are permitted.
6. Non-adjustable shocks only.
7. Bump stops permitted.
8. 3 bar suspension only. No 4 bar suspension is allowed.

COIL SPRING CAR

1. Solid panhard bars with rod ends permitted.
2. Rear lower control arms must be solid.
3. Rear lower control arms may be aluminum or steel tubes with rod ends with a maximum Length of 26" inches from center to center of the mounting holes.
4. Rod ends are allowed.
5. Racing shocks permitted; one shock per wheel. No canister shocks; Non-adjustable, Schrader valves are permitted.
6. Coil overs allowed on rear only. One spring per wheel.
7. May run a biscuit bar on upper link only. NO spring on upper link bar.
8. Spring loaded bars are NOT allowed.

ROLL CAGE

1. All cars must have a suitable steel roll cage protecting the driver's compartment.
2. Side roll bars are mandatory and must extend into door panels. A minimum of three bars Must be used on left side and two on right side.
3. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall Thickness.
4. Roll cage must be welded to the frame.
5. Seat must be fastened to roll bars or rail.

SAFETY

1. Approved helmet and full fire resistant driver's suit required.
2. Seat belts must within 3 year date rage.
3. All cars must have 3" lap belt, 2" shoulder harness(minimum), and crotch strap. Must be Attached to roll cage.
4. All cars must have an approved fire extinguisher, securely mounted, within easy reach of The driver. A 5 lb. halon system is recommended.

FUEL CELL

1. An approved fuel cell is mandatory (32 gallon maximum). Must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2 inch by 1/8 inch steel straps.
2. Pump gas or racing fuel only.
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
 - b. Gas must pass acid test.
3. E85 Fuel is allowed. Fuel must check within 1% at any time checked (MINIMUM 84% ETHANOL – MAXIMUM 86%) .
4. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitromethane, nitro propane, or any nitrate additives.

REAR END

1. Locked rear ends required – welded, spool or mini spool permitted.
2. 9 inch Ford floaters allowed. Housing and axle tubes must be steel.
3. No ratchets.
4. Quick change rear ends are allowed. Aluminum axle tubes ok.
5. Must be solid mount to rear end.
6. Birdcage permitted but MUST be locked. Absolutely NO movement.
7. No True Trac allowed.

WHEELS

1. Aluminum or steel wheels, 14 inch maximum.
2. Wide 5 wheels permitted.
3. Bead locks allowed.

TIRES

1. Open tire Rule .

1a. (If sanctioned Southern Outlaw hobby race tire rule applies) Any Hoosier 3-4 or 1350, D21, D55, Or American Racer equivalent

2. Grooving, siping, and buffing tires permitted.

3. All numbers, codes, and manufacturing names must remain visible on tire. NO grinding off of numbers, codes, or names. Any tire that has been altered will be illegal.

4. No tire softeners or conditioners permitted.

a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous components or chemicals that affect the factory set baseline settings of a given tire

BRAKES

1. Four-wheel disc brakes permitted.

2. Dual master cylinders permitted.

3. Brake adjusters permitted.

4. No titanium or exotic material permitted.

EXHAUST/MUFFLERS

1. Any commercially manufactured muffler. MUST register under 100 decibels.

2. Collector type headers only. No 180 degree headers.

3. All 4 tubes from the same side of the motor must go into the same collector.

4. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, Vents, holes, etc.)

5. Any car that loses a muffler will automatically be disqualified.

6. Any car that is deemed too loud by track Officials under race conditions will be black-Flagged.

TRANSMISSION

1. OEM standard production 3 or 4 speed transmission permitted.

2. Brinn, Falcon, or Bert transmission permitted.

3. Must have at least one forward and one reverse gear in working order.

4. Automatic transmission permitted.

5. Must have OEM-type torque converter (10" minimum) in working order.

6. No hollow converters allowed.

7. Reverse mount bellhousing allowed

STARTER

1. All cars must have starter in working order.

ENGINE SET BACK

1. Front most forward spark plug must be in line with or in front of top ball joint. ½" tolerance.

2. Must have original cross member in original position.

3. Drive train must be in centerline of car.

ENGINE

1. All engines have a maximum bore size and must be standard stroke for the engine being used.

2. Small blocks only; no big blocks.

3. 602 Crate with the seals is acceptable. Sealed 602 Crate engine 100lbs weight break.

4. 2600lbs with sealed 602 crate engine option.

5. No twist off sealed allowed. (Old Style seals) will be considered as built engine with no weight break.

6. Sealed 602 engine must have proper tags

BLOCK

1. OEM cast iron V-8 block only. Dart OEM replacement block allowed.

2. Maximum cylinder bore size:

a. Chevrolet – 4.060

b. Ford – 4.060

c. Chrysler – 4.060

3. OEM main caps only or Aftermarket billet main caps as long as stock replacement.

a. No splayed, No studed , or strapped main caps

4. Deburring block and plugging deck to strengthen block permitted.

5. Plug or vent and screen oil drain holes in lifter valley permitted.

6. May surface deck of block.

7. Lifter bore must be OEM diameter for engine:

a. Chevrolet – .840

b. Ford – .875

c. Chrysler – .901

CRANK

1. Standard production OEM or stock replacement cast or steel crank.
2. Must be standard production stroke for engine.
 - a. 350cid Chevy – 3.480
 - b. 302cid Ford – 3.000
 - c. 351cid Ford – 3.500
 - d. 360cid Chrysler – 3.580
3. No stroking or destroking.
4. No lightening or knife-edging crank.
5. No turning down counter weights.
6. Cranks must weigh 47 lbs. All cranks will be weighed with pilot bushing, cam gear, bolt
And washer.
7. May balance engine

RODS

1. Stock appearing I-beam steel rods.
2. 5.7 inch rods only. No 6 inch rods.
3. No H-beam sportsman type rods.
4. No polishing rods.
5. Press or floating pins permitted

PISTONS

1. Flat top pistons only.
2. No dome pistons.

CAM

1. Any cam.
2. Any lift and duration permitted.
3. No mushroom or radius cams.

LIFTERS

1. Hydraulic lifters only. Hydraulic roller lifters allowed.
2. No modified lifters.
3. Anti-pump-up lifters permitted.
4. No mushroom or radius lifters.
5. Lifter retaining tray permitted.
6. Lifter must be OEM diameter for engine:
 - a. Chevrolet .842
 - b. Ford .875
 - c. Chrysler .904

TIMING CHAIN

1. Any chain and gears.
2. No gear or belt drives.

HEADS

1. OEM standard production cast iron heads only. All heads must have casting numbers and numbers must be readable at the time of a cyl. Head check.
2. Chevrolet straight plug heads only.
3. Chevrolet Vortec heads casting #10239906 and 12558062 permitted.
4. No GM Bow tie heads allowed.
5. World Products S/R (stock replacement) heads casting #I-052 permitted.
6. Ford and Chrysler angle plug standard production cast iron heads permitted.
7. IMCA heads allowed.
8. Steel valves only. No titanium.
9. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500
10. Chrysler W2 Heads permitted
11. Chrysler W2 heads add 50lbs for 2.02 valves.
12. Under cut stems permitted, any type guides.
13. Any valve springs and keepers permitted.
14. Steel retainers required.
15. Guide plates and screw in studs permitted.

16. Roller rocker arms permitted any ratio.
17. No after-market shaft or pedestal mount rockers will be allowed.
18. If standard production head came with shaft or pedestal mount rockers, they will be Allowed.
19. Ford Heads SR allowed add 50 lbs for 2.02 valves
20. Racing valve job permitted- Machine cuts only.
21. No porting or polishing, all heads must remain AS-CAST.
22. No blending valve job to casting.
- 23.. No port matching or deburring intake or exhaust runners.

HARMONIC BALANCER

1. Fluid damper permitted.

OIL SYSTEM

1. Wet sump oil pump in pan system only.
2. No dry sump system.
3. Racing oil pan and/or windage tray permitted.
4. Remote oil filter and oil cooler permitted.

WATER PUMP

1. Cast or aluminum permitted.
2. No electric water pump.

FUEL PUMP

1. Block mounted mechanical pump only.
2. No electric pump.

FLYWHEEL

1. Any Ford or Chrysler steel flywheel. Must be steel.

DISTRIBUTOR

1. OEM factory HEI or OEM factory single point distributor.
2. Aftermarket coil and module will be allowed as long as they are stock appearing with no Modifications.

3. Advance kits permitted.
4. No ignition booster or amplifier to ignition.
5. No dry cell battery pack to ignition.
6. Alternator, if used, must be wired to battery- no loop system wiring to distributor.
7. A single 6AL OR 6ALN ignition boxes permitted ONLY Subject to inspection.
8. No traction control.

INTAKE

1. Any single four-barrel intake permitted.
2. No porting or polishing.
3. 1" spacer only.

CARBURETOR

1. Any vacuum secondary.
2. Double pumper over 650 must add 50lbs.
3. 750 CFM max. No super pumpers

WEIGHT

1. 2700 lbs. base weight. Chrysler Engine with intake valve bigger than 1.94 must weigh 2750lbs .
2. 2600lbs with sealed 602 crate engine option.
3. All cars must have specified weight posted on top of roof or "A post".
4. Minimum weight will be measured with driver in car.
5. Attached weight must be securely bolted to frame with 1/2" or larger bolts, and painted White or silver with car number clearly painted on them.
6. No weight may be attached to the rear bumper.
7. No lead pellets or liquid weight.
8. No driver-operated weight adjustment devices.
9. One pound per lap weight allowance after race.
10. Series reserves the right to adjust weights in interest of competition as necessary.
11. Rack and pinion cars must add 50lbs in front of engine plate(where block and bell

Housing meet) on the left(driver) side of motor.

WEIGHT ADJUSTMENTS

1. 2600 lbs.

2. 2650 lbs.

3. 2750 lbs.

4. 2750 lbs.

5. 2650 lbs.

6. 2700 lbs.

Location.)

7. 2800 lbs. specified

– Sealed 602 crate engine.

– Sealed 602 crate engine with 750 carb.

– Rack and Pinion. 50 lbs. in specified location.

– Double pumper carb.

– 602 crate engine with rack and pinion. 50 lbs. mounted in specified location

– 602 cate with non-specified carb and rack and pinion. (50 lbs. mounted in specified

– Rack and pinion with double pumper carp. (50 lbs. for rack and pinion mounted in location.)

- It is the driver's responsibility to communicate with the tech inspector which weight you are claiming. Posting your said claimed weight on car is best practice. This will cut down on confusion after the race.

- If rule is not addressed in this rulebook it may not be legal. Advise technical inspector of any "gray area" or questionable parts and materials before arriving at track. You may be DQed after race for "questionable" equipment.

Tech officials decision will be FINAL

Limited Late Model

Engine: (Hollis Speedway LLM division allows several engine options)

- a. 604 Crate, 2200lbs
- b. Engine Rule, 2300lbs
- c. Engine Rule, 2400lbs
- d. GM/CT 525, 2350lbs
- e. NLMS, 2300lbs
- f. NLMS, 2350lbs
- g. Topless Outlaw, 2450 lbs

Engine Package a.

1. GM P/N #19318604-350 CID / 400 HP
2. GM engines may be purchased at any GM dealer
3. The sealed engines must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal.
4. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part/parts on or in the engine. Crate Engines must not be altered, modified, or changed from the factory specs.
5. No vacuum pumps.
6. All crate engines must be sealed with factory GM seal bolts or Crate USA seals.

Cranking Compression

1. All crate engines will have a maximum cranking pressure of 200 psi. Any engine that has over 200psi will be illegal

Engine Package b.

Block

1. Cast iron V-8 block only
2. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060
3. After market steel splayed main caps permitted .
4. Main cap studs and straps permitted.
5. Deburring block and plugging deck to strengthen block permitted.
6. May surface block
7. Lifter bore must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901

Crank

1. Any steel crank with the exception of (No Pendulum Undercut counterweights and titanium or other exotic materials.)
2. Must be standard stroke for engine, Chevrolet 3.480, Chrysler 3.580, Ford 3.500
3. May balance engine

Rods

1. Steel rods only
2. No titanium or aluminum rods

Pistons

1. Any flat top pistons and pins
2. No dome pistons

Cam

1. Solid lift cam only
2. No roller, mushroom or radius cams

Lifters

1. Solid lifters only
2. No roller, mushroom or radius lifters
3. Lifter retaining tray permitted
4. Lifter must be OEM diameter for engine, Chevrolet .840, Ford .875, Chrysler .901

Heads

1. These are the only heads permitted.
 - a. OEM cast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Dart Iron Eagle cast iron heads, World Products Sportsman II Cast iron heads, Ford SVO Sportsman cast iron heads, Chrysler cast iron W-2
2. Any 23 degree cast iron heads not listed above must be approved by Hollis Speedway, heads may be subject to a 50 lb weight penalty.
3. All heads must remain AS-CAST

4. No cc limit
5. Valve angle and spacing must remain original production specs for heads being used.
6. Steel valves only.
7. Valve size maximum for (B) engine, Intake-2.020, Exhaust-1.600
8. Valve Stem diameter 11/32 minimum for all engines
9. Under cut stems permitted, any type guides
10. Any valve springs, retainers and keepers
11. Guide plates, screw in studs and stud girdles permitted
12. Roller rocker arms, stud or shaft mount permitted
13. No porting or polishing, all heads must remain AS-CAST
14. No port matching intake or exhaust runners
15. Racing valve job permitted. Machine cuts only
16. No blending valve job to casting. No deburring intake or exhaust runners.

Timing Chain

1. Any chain and gears, no gear or belt drives

Water Pump

1. No electric water pump. Cast or aluminum permitted

Oil System

1. Wet sump systems, internal or external pumps permitted.
2. Dry Sump Oil systems permitted must add **50lbs**

Fuel Pump

1. No electric pump

Distributor

1. Any ignition with the exception of magnetos (no magnetos)

Carburetor

1. One four-barrel carb only, any manufacturer
2. No turbo chargers, blowers or fuel injections
3. All engines must be naturally aspirated

Intake

1. Any single four-barrel intake permitted
2. may port and polish
3. Any size carb spacer permitted

Engine package C.

Block

1. Cast iron V-8 block only
2. Max cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060
3. After market steel splayed main caps permitted
4. Main cap studs and straps permitted
5. Deburring block and plugging deck to strengthen block permitted
6. Plug or vent and screen oil drain holes in lifter valley permitted
7. lifter bore may be over size
8. 362.5 cubic inch maximum ford and chevrolet
9. 371.0 cubic inch maximum chrysler

Crank

1. Any steel crank with the exception of titanium or other exotic materials
2. 3.500 maximum stroke for Ford & Chevrolet
3. 3.580 maximum stroke for Chrysler
4. 362.5 Cubic inch maximum Ford and Chevrolet
5. 371.0 Cubic inch Maximum Chrysler

Rods

1. Steel rods only
2. No titanium or aluminum rods

Pistons

1. Any Pistons and pins

Cam

1. Any cam

Lifters

1. Lifter retaining tray permitted
2. Lifters may be oversized

Heads

1. these are the only heads permitted

- a. Chevrolet: any 23 degree cast iron heads- bow tie, pro action/ pro top line/ racing head service (RHS) heads. spark plug location must be the same as the Bow Tie and Dart heads.
 - b. Ford: SVO sportsman cast iron heads M-6049-E351 and M-6049-N352, GT-40-P, World Production windsor sr, pro action/pro top line/ racing head service (RHS) heads
 - c. Chrysler: Cast iron W-2
2. all heads must remain AS-CAST
 3. no cc limit
 4. Valve angle and spacing must remain original production specs for heads being used
 5. steel valves only (no titanium)
 6. Valve size maximum for C engine: intake- 2.055, Exhaust- 1.625
 7. Valve and stem diameter 11/32 minimum for all engines
 8. Under cut stems permitted, any type guides
 9. Any valve springs, retainers and keepers
 10. Guide plates, screw in studs and stud girdles permitted
 11. Roller rocker arms, stud or shaft mount permitted
 12. No porting or polishing, all heads must remain AS-CAST
 13. No shot Peen porting heads
 14. No port matching intake or exhaust runners
 15. Racing valve job permitted- machine cuts only
 16. No blending valve job to casting
 17. no deburring intake or exhaust runners

Intake

1. any single four-barrel intake permitted
2. may port and polish
3. any size carb spacer permitted

Carburetor

1. one four-barrel carburetor only of any manufacture
2. no turbo chargers, blowers or fuel injections
3. all engines must be naturally aspirated

Oil System

1. Wet sump systems, internal or external pumps permitted
2. Dry sump oil systems permitted, must add **50lbs**

Water Pump

1. No electric pump

Fuel Pump

1. No electric pump

Distributor

1. Any ignition with the exception of magnetos (no magnetos)

Engine Package D.

1. 50lbs of lead must be mounted in front of the rear motor plate. Lead and bolts will be only pieces allowed in making of the 50lbs. Collars not included.
2. GM Part number 19271821 (CT525)
3. These engines are sealed at Chevrolet performance, all engines must have original Chevrolet performance GM seals. Engines must not be altered, modified, or changed from factory specs.
4. The sealed engines must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal.
5. CT525 must run MSD LSX ignition controller. MSD ignition controller must be mounted with easy access for tech inspectors. Must be programmed with a limit of 7300 RPM maximum.
6. When checked after the race if RPM limit exceeds 7300 RPM, this will result in DQ.
7. The GM/CT525 will be the only engine allowed to use a coil pack distributor ignition system.

Carburetor

1. One four-barrel carburetor only, of any manufacture
2. Any size carb spacer permitted

Engine Package E.

See National Late Model Series rules for specs regarding engine.

Engine Package F.

See National Late Model Series rules for specs regarding engines with aluminum heads.

Engine Package G.

Topless Outlaw Rules

ALL ENGINE PACKAGES

Track reserves the right to adjust weights in interest of competition should it be deemed necessary.

Frame

1. All frames must be of steel construction

2. Square or rectangular frame must have a minimum of 2" by 2" material, .083-wall thickness.
3. If round tube frame, tubing must have a minimum of 1-3/4" outside diameter, .083 wall thickness

Wheel Base

1. Minimum wheelbase will be 103", with 1" tolerance.

Roll Cage

1. All cars must have a suitable steel roll cage protecting the driver's compartment, including head rest.
2. Side roll bars are mandatory, and must extend into the door panels. A minimum of 3 bars must be used on the left side.
3. Each bar must be at least 1-1/2" in diameter, with a minimum material thickness of .083"
4. Roll cages must be welded to frame

Body (see diagrams at the end of the rule book)

LLM can be topless. A piece of aluminum is allowed to be placed on the roof over the driver, if preferred.

1. droop rule is in effect
2. 8" spoiler
3. 51" deck height from the bottom of the spoiler, 6" in from left rear
4. We will follow World of Outlaws, Lucas Oil late models, Hunt the front, etc.

Transmission

1. Transmissions MUST have working forward and reverse gears.
2. No straight drives or in and out boxes

Starter:

1. All cars must have a working starter.

Brakes

1. Four wheel disc brakes permitted
2. No carbon fiber brake parts permitted

Fuel Cell/Fuel

1. an approved fuel cell (32 gallon max) must be securely mounted in the truck area of the car, inside a .20 gauge metal box supported by a minimum of two 2" by 1/8" steel straps.
2. All fuel cells must be completely visible from the rear of the car
3. Fuel cells must not be mounted lower than the bottom of quick-change rearend.
4. pump gas or racing fuel only
5. E-85 is allowed
6. No alcohol, methanol, nitromethane, nitro propane, or any nitrate additives.

Wheels and Tires:

1. Open Tire Rule
2. Any brand or type of wheel allowed must be mounted with lug nuts
3. No knock-off or center lock wheels
4. Maximum wheel width- 14" inches

Headers:

1. NO TURNED DOWN TUBES
2. Exhaust must run parallel with ground.
3. any car that loses a muffler will automatically be DQ'd

Hollis 602 Crate

BODY

1. LOLMDS body rules
2. Light tube bracing behind bumpers, No pipes or push bars in front of bumpers.
3. Spoiler 8 inch max high by 72 inches wide.
4. All body panels must be solid, no holes, slots, or air gaps.
5. Deck height is 38" max (1 inch tolerance) measured in the center of the T-bar. No bet or curved T-bars allowed.

Weight- 2350 lbs

FRAME

1. 103 inch wheelbase minimum, 1 inch tolerance.
2. Any late model chassis allowed, square tube or round tube.
3. No aluminum frames.
4. Square tube frames must be a minimum of 2"x2" tubing, round tubes must be a minimum of 1 3/4" tubing. Full racing roll cage mandatory, 1 1/2 OD x .083 steel tubing minimum.

SUSPENSION

Standard late model suspension only (4 bar, swingarm, z-link, etc.)

1. No spring loaded or shock-type 4 bar rod allowed. Rods may be constructed of steel/aluminum and be solid.
2. No torsion bars.
3. One mechanical traction device allowed (5th coil, torque link, or pull bar) not both.
4. One coil spring per corner of the car. One coil spring for the 5th coil and one coi spring for the 6th coil allowed. Take up springs are permitted.
5. Any single spring ok.
6. LRF in front of shock (traction shock) permitted.
7. Spring rubbers allowed
8. Bump stops allowed

Shocks

1. Max of 6 shocks allowed on the car (1 LF, 1 RF, 1 RR, 2 LR, 1-5th coil).
2. Shocks may be steel or aluminum
3. Schrader valves and piercing valves for gas replacement/ adjustment are permitted.
4. No adjustable shocks are allowed.

REAR SUSPENSION

2. No canister shocks no double adjustable, no stacker springs *** **(Schrader valves ok.)**

WHEELS

1. Any steel or aluminum wheel with a 14" maximum width. Bead locks permitted.
2. Wide 5 wheels and adapters permitted.

TIRES

1. open
2. Grooving, siping, and buffing tires permitted.
3. All numbers, codes, and manufacturer names must remain visible on the tire. No grinding off of numbers, codes or names. Any tire that has been altered will be illegal.
4. No tire softeners, or conditioners permitted. a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous, components or chemicals that affect the factory set baseline settings of a given tire. b. ALL competitors are subject to tire inspections.

BRAKES

1. Four-wheel disc brakes permitted
2. No carbon fiber brake parts permitted.

Rearend

1. Standard quick change rearend permitted
2. No titanium or exotic material axles, spools, gears, or other materials inside the rear end.
3. No open tube rear ends allowed.
4. No independent rear end suspension allowed.

Engine Position

1. 6 ½ inches from center of ball joint to #1 spark plug. ½ inch tolerance. 50lb weight penalty for every ½ inch out of tolerance mounted in front of the water pump.

EXHAUST/MUFFLERS –

1. Any commercially manufactured muffler – MUST register under 100 decibels.
2. Collector type headers only. No 180 degree headers, or TRI – Y headers.
3. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
4. Any car that loses a muffler will automatically be disqualified.
5. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

TRANSMISSION

1. Standard 4-speed or automatic transmission. Aftermarket SAFETY bell housing and automatic cases permitted.
2. Bert or Brinn Transmission allowed
3. Transmissions must have two working gears, forward and reverse gear.

4. A ball spline or roller slide transmission must run a carbon fiber driveshaft. This is for safety.

ENGINE

1. **ONLY** standard factory **602 GM sealed crate engines**.

- a. **Must** have **original seals, GM seal bolts, or Crate USA seals** to be eligible for competition.

- b. **Must** comply with **GM build** and rebuild specifications.

CARBURETOR

1. Any 4 barrel carburetor
2. 1" Carburetor Spacer max
3. No porting or polishing of carburetor. Carbs will be checked with go/no-go gauge.

Fuel System

1. No electric fuel pumps
2. Pump gas or racing fuel. E85 ok. No methanol, alcohol, nitrous oxide, nitromethane, MTBE, hydrazine, or ethylhexanol.
3. Any fuel with a specific gravity exceeding .744 at 60 degrees will be deemed illegal. E85 specific gravity not to exceed .786 at 60 degrees.

Water pump

1. Cast or aluminum permitted. Stock mounted water pump and fans only. No electric fans.
2. No electric water pumps.

IGNITION SYSTEM

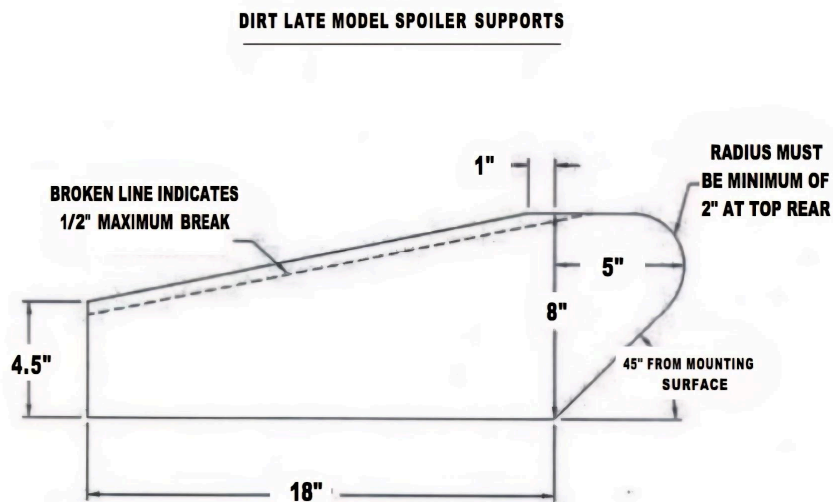
1. Any electronic ignition system, MSD or HEI.
2. No magnetos –if using msd box, 6AL or 6Aln type ignition boxes allowed.
3. No traction control

Hollis Speedway Body Rules

APPLIES TO HOBBY, 602, 604, LIMITED, AND SUPER

1. Across the front of the hood, nose piece height maximum 4" drop
2. At back of hood, maximum 2" drop
3. Deck height behind seat, maximum 5" drop
4. 8" rear spoiler, ½" hinge max. If it has a bigger hinge, must run a shorter rear spoiler.
5. Figures 1,2,3,4 body rules apply.

FIGURE 1



**NO MORE THAN THREE (3) SPOILER SUPPORTS PERMITTED. FRONT
EDGE OF SUPPORTS MUST BE IN LINE
Must match template.**

DIMENSIONS HAVE ZERO TOLERANCE

FIGURE 2

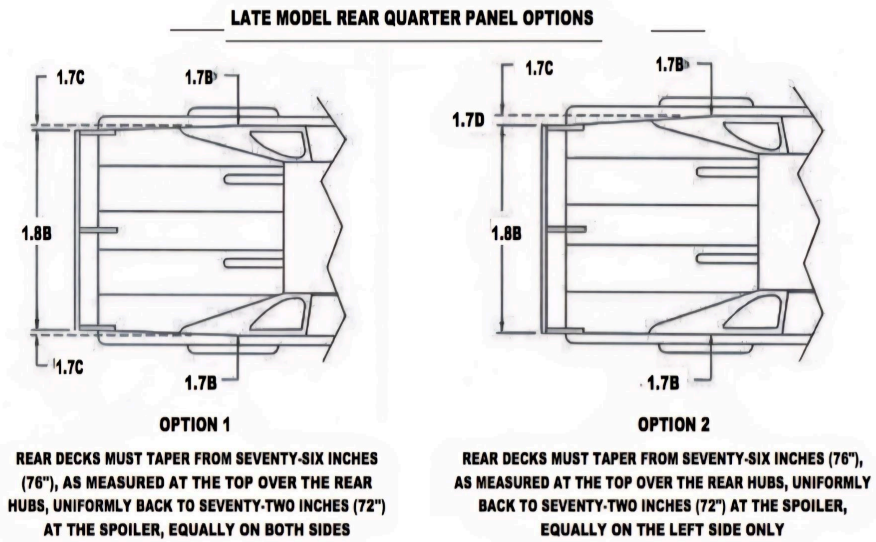
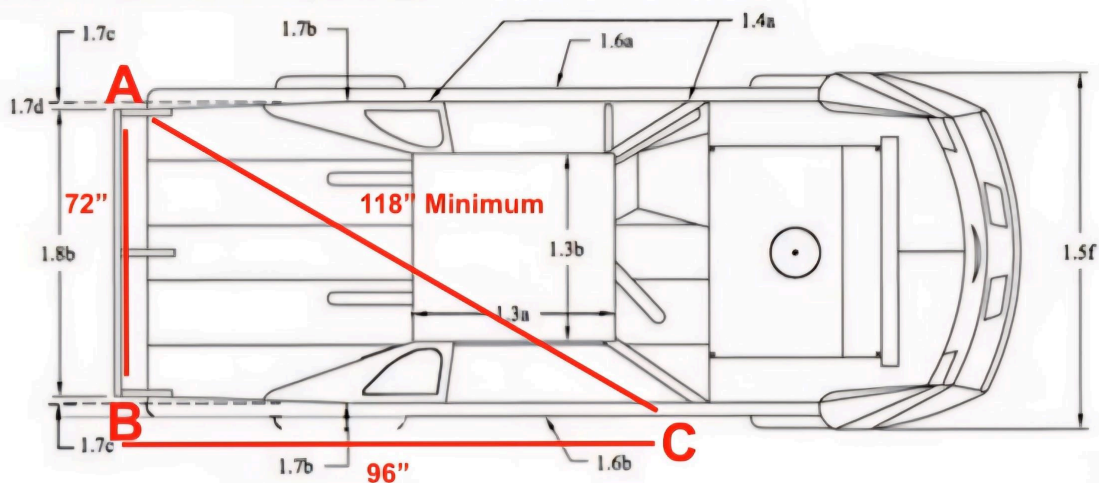


FIGURE 3

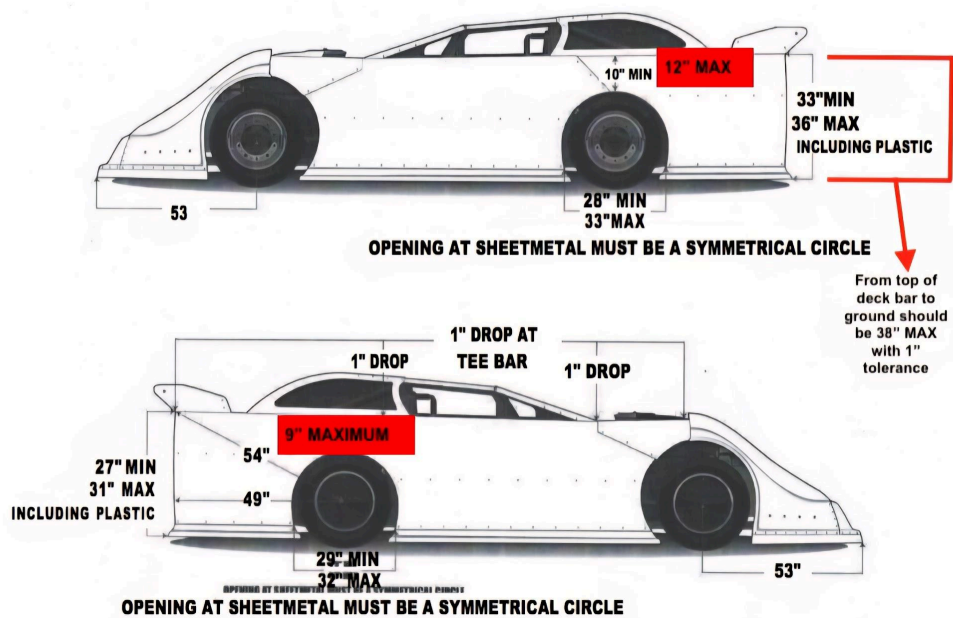
- 1.3a - Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").
- 1.3b - Roof width must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- 1.4a - All roof side panels must extend to edge of decking.
- 1.5f - Front fender flares cannot extend beyond front tire more than one inch (1") in width with the wheels pointed straight.
- 1.6a - Door cannot exceed seventy-six inches (77") in it's entirety at top of door.
- 1.6b - Door cannot exceed eighty-two inches (90") in width at the bottom in the center of car.
- 1.7b - The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- 1.7c - Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.
- 1.7d - Four inches (4")
- 1.8b - Maximum spoiler width is seventy-two inches (72").



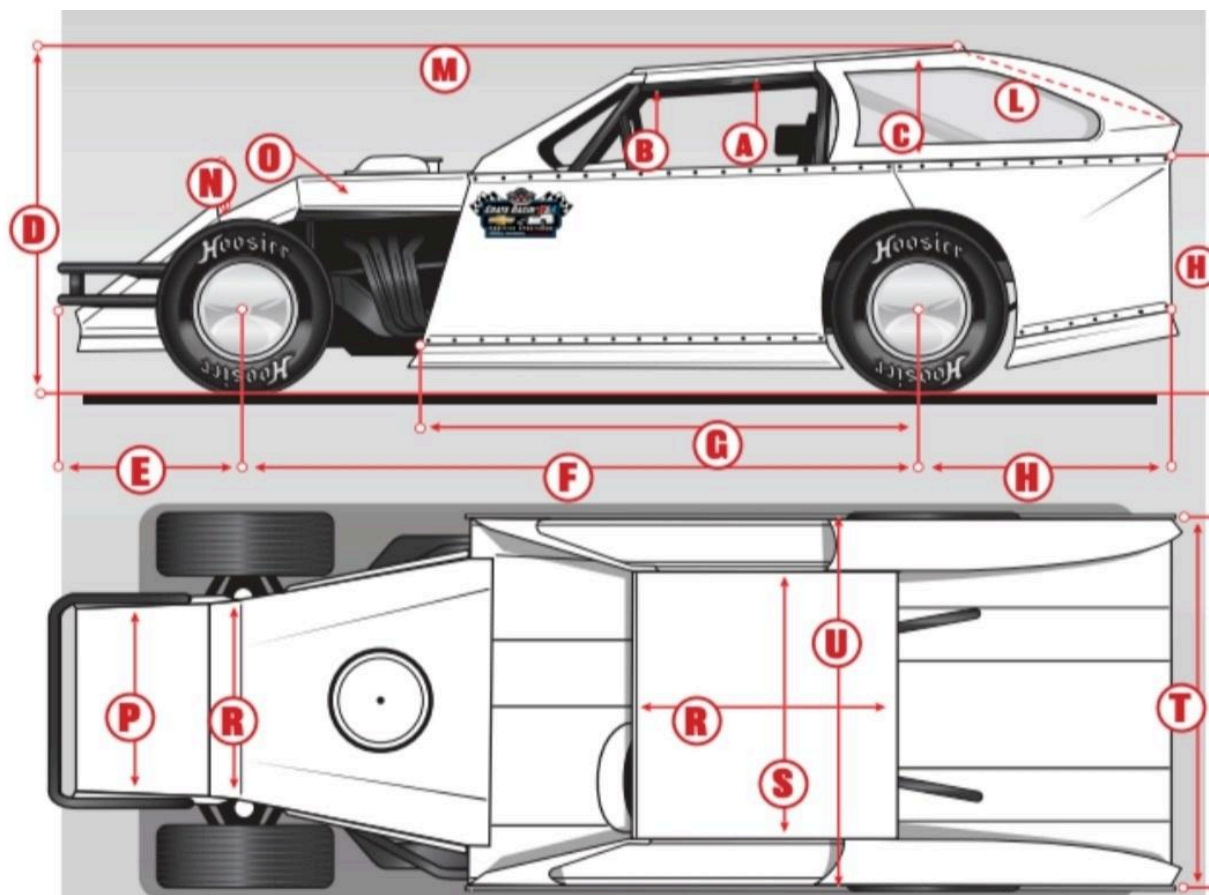
**Cars must abide by Universal Rule (See A/B/C above)
The line from A/B must be parallel to the frame.
Penalty of 20 lb. per inch over guidelines.**

LATE MODEL
TOP VIEW DIMENSIONS

FIGURE 4



Applies to Open-Wheel Modified



2025 MODIFIED DIMENSIONS

- A)** Window opening-12" min-18" max.
- B)** Front edge of roof to interior deck-11" min.
- C)** Rear edge of roof to interior deck-12" min.
- D)** Highest point of roof to ground-42" min-52" max.
- E)** Center of front wheel to front edge of front bumper-42".
- F)** Wheelbase: center of rear wheel to center of front wheel-108" min-112" max.
- G)** Center of rear wheel to front edge of door-72" max.
- H)** Center of rear wheel to rear edge of quarter panel-34" min-47" max.
- I)** Center of lowest bar on rear bumper to ground-16-20" max.
- J)** Deck height to ground-28" min-38" max.
- K)** Rear sail panel height 4" max.
- L)** Sail panel curve from rear of roof to rear of panel-2" max.
- M)** Sail panel bow from bottom to roof-2" max.
- N)** 2" max lip, same on both sides flush with hood.
- O)** 5" max drop (sides) sealed off from driver's compartment and max 6" rake.
- P)** 42" max nose must be flat and flush with sides.
- Q)** 67" max 42" min, must cover radiator
- R)** 53" max 32" min
- S)** 53" max 32" min
- T)** 67" max 55" min, measured at top of interior deck, must be same from back to front. Back of quarter panels 72" Max (measured at the bottom)
- U)** Width at the bottom of the doors (measured in front of rear tires) 72" Max

