

All cars are subject to technical inspection as deemed suitable by series officials.

Decisions are final regarding the safety and legality of cars.

Refusal of Inspection. Any competitor refusing an inspection will be automatically disqualified and will not be permitted to compete in any events until an inspection has been performed.

No other protesting allowed. All technical items and inspections will be left entirely up to the series officials.

Post-race Inspections. Vehicles placing in a monetary or trophy positions will be thoroughly inspected by the technical inspector.

Disqualification. If a car is disqualified, driver receives no points and no pay-out.

All persons entering the speedway grounds are responsible for their actions towards speedway property.

Intentional dumping of any fluids, broken glass and/or tires on the speedway grounds will result in fines from the speedway and suspension from racing with the series.

Required Ages

Minimum Ages. Due to different insurance regulations at each separate racing venue, the series does not have the power to elect minimum ages. The following is a list of known minimum ages at selected racing venues:

Grandview Speedway:

Age to enter pits – 14 yrs old

Age to race – 14 yrs old

Minor release form must be signed by parent for ages 14 to and including 17

All drivers should wear a pair of underwear and a t-shirt under their fire suit.

Racing shoes that provide heat and fire protection are required to be worn during racing.

Driver must wear gloves while racing. There is no specification on which type of glove is to be worn, however, a flammable glove is not permitted. Use of mechanic's gloves is acceptable.

A full body, one piece, two layer fire suit is highly recommended. Single layered suits are only acceptable with Nomex underwear.

Helmets must have Snell 2000 rating or better stamped and/or sewn into the inside fabric of the helmet.

Motorcycle Helmets. Motorcycle helmets are permitted so long as they are equipped with a full face mask to prevent dirt and/or debris hitting the driver's eyes.

Tear-offs are mandatory. Driver may install as many as they feel necessary. A shop rag may also be carried along to wipe the face mask clean of mud if tear-off supply is depleted.

It is optional for a driver to have a neck brace.

5 point harness belts must be worn. No dates required. Must be in good shape not tears.

Safe Receivers or Scanners are mandatory.

Classification of Divisions.

Divisions. There are two main divisions that compete with the series; Big cars and small cars.

Choosing a division. Although it may be simple to identify which division a vehicle may compete in, there are a few cases in which a detailed measurement may make the difference.

Identification. A “Big Car” is an American or foreign straight 6, V6, or V8 front or rear wheel drive, minimum 4 passenger car with a wheel base of 101” and up.

Permitting. All “Big Cars” will run according to the rules, but may have some restrictions to certain models if they become dominant throughout the season.

Identification. A “Small Car” is any 4 passenger minimum, front or rear wheel drive, 4 cylinder car with a max wheelbase of 104”.

Permitting. All “Small Cars” will run according to the rules, but may have some restrictions to certain models if they become dominant throughout the season.

Restrictions. No two-seater cars, such as the Honda CRX, turbo or forced air-induction motors.

Application. All vehicles in all divisions are intended to be naturally aspirated vehicles. Use of nitrous oxide or other fuel injected additive to increase performance is not permitted.

Turbos and Superchargers. No vehicle will be permitted to be turbo charged or supercharged. Factory installed performance products are not exempt from this regulation. If a turbo charged or supercharged vehicle is to be used for any endurance events, the specified performance product must be removed in its entirety. If the vehicle will not function without the product installed or if the vehicle’s owner is incapable of proper removal, the vehicle will not be permitted to participate.

All cars participating in any series event is required to have a 4 point cage minimum, including 4 door bars on the driver’s side, using a minimum .095 wall steel tubing. 2 bars from main cage may be installed from main cage to in front of the A-arms, with 1 diagonal bar for support on each side, 2 bars may go from top of main cage to the rear, 2 bars from main hoop at the top through the rear firewall, through the trunk floor and be welded to frame with 1 diagonal support on each side. This is to support and reinforce cars in case contact with the wall or accident. Also to prolong the life of the car. All while following the no Hit Rule.

Remove all glass from the vehicle prior to arrival at speedway.

This includes windshield, rear window, driver’s and passenger’s side windows and any convenience window provided by the manufacturer.

Remove all broken glass from all door skins and the floor of the vehicle.

Remove all exterior plastic/decorative metals.

This includes side mirror, windshield wipers, windshield fluid sprayers, decorative door bumpers/trim, side skirts, reflectors, door handles, lock mechanisms, license plates, head lamps, brake, fog, and reverse lights.

Rear view mirrors must be removed entirely!

The mirror cannot be left untapped and just bent upwards.

Sun visors with convenience mirrors must be removed entirely!

Dashboards may remain in place if roll bars can be installed without disturbing the dash.

Flammable Materials. Any flammable parts/fabrics should be removed.

All factory installed seats must be removed; front and rear.

Carpets must be removed completely, do not remove the floorboards.
Remove any remaining fabrics/flammable materials. (Ceiling mat, etc.)
Floorboard must be installed and in good condition; if holes are present, they must be patched.

All doors must be fully welded, chained, or bolted shut. A quick tack weld that is the only thing holding the door in place will not be acceptable.

Bumpers must be chained or cabled to prevent loss during the race; bolts are not acceptable.

Bumpers should also be accompanied by one chain in the middle of the front and rear bumpers for towing off the track in the event the car becomes disabled.

A drop down window net is required on the driver's side door.

It cannot be permanently mounted, must be operable.

At no times may any weight be added to the car for enhanced performance.

Trunk Springs must be removed.

Trunk Floorboard must be installed, no open trunks; can't be fabricated or aftermarket.

Sunroofs and T-tops must be covered with sheet metal.

Numbers must be a minimum of 18" tall.

- Fire extinguishers are mandatory in all vehicles.

A metal plate must be installed under the driver's seat, 20 gauge or heavier.

Each driver must be equipped with a mandatory 5 point racing harness.

All cars must be equipped with a racing seat.

AMB IT is the official manufacturer of the transponder system utilized by the series.

Transponders should be mounted at a point between thirty six inches(36") and forty eight inches (48") behind the centerline of the front axle; on the passenger side floorboard.

Direction. The transponder must be mounted so that the front face of the unit is facing the passenger side window (blinking light is facing away from driver).

A four inch by four inch (4x4) three sided flap should be cut into the floorboard and bent upwards toward the driver's seat. The transponder bracket should be fastened to the center of the flap using rivets or bolts. Do not use zip ties or duct tape to secure brackets in place.

Assure that no metal (pipes, frame rail, etc.) is below or directly next to the bottom of the unit. Do not cut structural members to attain a clear path to the ground. A one foot tolerance is provided in, to allow a more preferable location to be chosen.

Any type of radiator will be permitted to have any number of passes.

Each vehicle will be permitted to run an engine that was designed by the vehicle's manufacturer for that vehicle's make and model.

Example:

Ford to Ford, Chevrolet to Chevrolet, Caprice to Caprice, and Monte Carlo to Monte Carlo.

Ford to Chevrolet, Caprice to Crown Victoria, and Monte Carlo to Charger.

Engine Pulleys. Any type of pulley will be permitted; stock style or aluminum. No racing set-ups will be permitted to be installed. Belts must run the manufacturer's installed course. Any

alterations to the pulley system may result in disqualification.

Carburetors must be installed on a vehicle for which they were manufactured. The carburetor installed on the vehicle must be manufactured by the vehicle's manufacturer.
GM Vehicles. GM manufactured vehicles will have only Rochester or Quadrajet carburetors installed.

Ford Vehicles. Ford manufactured vehicles will have only Motorcraft carburetors installed.

Holley Carburetors. Holley carburetors are required to be the factory installed type.

- A STOCK STYLE HOLLEY 4412 WILL BE ALLOWED ON ANY V-8 CAR.
YOU MAY USE A 4BBL. TO 2BBL. ADAPTER MAY BE USED IF RUNNING A STOCK 4BBL. INTAKE.

Heads must be stock for the make and model of the vehicle, cast iron only. No porting or polishing is permitted. Decking is not permitted.

Valve springs must remain stock for the make and model of the vehicle. Valve spring perches must remain stock and unaltered with stock valve springs and retainers. Valve springs must be stock diameter. No push rod guide plates can be installed.

Vortec Heads. Any stock GM set of Vortec heads will be allowed. Along with any aluminum GM manufactured intake fitting eight (8) or twelve (12) bolt head. NO CAST IRON VORTEC INTAKES!

All vehicles must be able to pull seventeen inches (17") of vacuum at one thousand RPM's (1,000 PRM)

Steady reading. Vacuum readings shall be a steady reading on the equipment provided by the series. If the needle on the gauge is bouncing rapidly, an average will be used to determine the official reading. The engine should not be producing this type of result under normal operation.
Minimum 17" Rule. The official reading must show that the needle is either at or above 17" of vacuum. An average of below 17" of vacuum will result in a disqualification.

Testing Vacuum. All the vehicles will be tested for vacuum by pulling directly off the back of the intake manifold. An accessible vacuum port for technical inspection can be installed directly off the intake manifold. A "T" off the intake manifold with a hose and bolt/cap is acceptable. No in-line check valves are permitted. No vacuum canisters are permitted.

Transmission shall be stock automatic or standard. Must have all gears,, including reverse, functioning properly. Powerglide transmissions are permitted to be installed.

Automatic. Stock torque converters must be installed on all automatic transmissions. Torque converters must be full-sized, no mini torque converters.

Standard. Stock style clutch must be installed on all standard transmissions. Flywheel and clutch plates must all be stock style and sized, no aluminum flywheels.

Only factory open or limited slip rears will be permitted; must be stock style, no performance rears will be permitted. Locked/welded rears will not be permitted.

Inspection. For post-technical inspection, the vehicle will have one drive wheel jacked up; the opposing the side's drive wheel will remain on the ground. The inspector should be able to spin the wheel that is off the ground with the use of little to no force. The inspector should not have to use both hands to get the wheel to spin. The decision whether it is a free spinning wheel or not

will be determined by the technical inspector.

Aftermarket Axles. Aftermarket axles are permitted to be installed with c-clips or c-clip eliminators to prevent axle breaking.

All components and connection points of the suspension shall remain stock, unaltered and uncut. Drilling out holes to allow for adjustments and reinforcements will not be permitted.

Springs. Springs shall mirror each other from side to side (left side of car to the right side of car). Springs shall mirror height, length, ratings, color and number and thickness of coils. Racing springs are permitted so long as the springs are compliant with all of the before mentioned specifications.

Spray painting springs any colors may potentially result in disqualification. Cutting or heating of the springs will result in disqualification. Spring spacers or spring rubbers will not be permitted.

Shocks. Any stock mounting shock will be permitted as long as it is non-adjustable, remains unaltered, connects to the vehicle in the stock mounting location and there is only one (1) shock per wheel. Racing shocks are permitted as long as they are compliant with all the before mentioned specifications.

Trailing arms shall remain stock, unaltered, uncut, undrilled; must be stock length. Monoballs will not be permitted in trailing arms.

Leaf Springs. Vehicles with leaf springs shall have stock leaf springs installed. Mounting points shall be stock with stock shackles and leaf count and thickness must mirror each other from side to side (left side to right side).

Camber Adjustments. One (1) inch of shims in the right front upper control arm or no more and five (5) degrees of negative camber are permitted.

Stock or aftermarket racing wheels shall be permitted. Use of aftermarket racing wheels on the right side of the vehicle is highly recommended; especially in the Big Car Division.

Wheel weights shall be permitted.

Size. Wheels shall be sixteen (16) inches in height and seven (7) inches in width maximum. Wheel width shall be measured from outside lip to outside lip. Vehicle must be equipped with all four (4) same sized wheels.

Any combination of offsets will be permitted so long as the size of all four (4) of the wheels is the same on the vehicle, height and width.

Racing wheels are permitted as reinforcements and prevention of rollovers.

Lightweight racing wheels are not permitted.

Attachment. The wheels shall be attached to the vehicle by one (1) inch lug nuts on the right side of the vehicle. Aluminum wheels are not sized correctly to allow one (1) inch lug nuts, therefore are excluded from this requirement.

All tires shall be DOT passenger car tires only. Tires shall be radial tires with a tread wear rating of three hundred (300) minimum. No off-road tires or truck tires shall be permitted. Tires shall have minimum of 3/32 inch tread depth along the contact patch of the tire.

All tires shall be a maximum 235 series tire. Tire size codes are stamped on the sidewall of each and every tire and read accordingly. 60 OR 70 SERIES ALLOWED

AAA: Overall width of the tire.

BB: The aspect ration

CC: The wheel size in inches.

Example: Using a 235-55-16 tire, the wheel is a 16" wheel and the height of the sidewall is 55% of the overall width of the tire. A 235-65-16 tire will have a higher sidewall and therefore be taller.

All vehicles must have four (4) working brakes prior to the start of any event.

If a vehicle suffers a loss of brakes at any point, the driver shall direct the car into the infield and remain there until the vehicle can be pushed into the pits. Retiring to the pits during any active race without functioning brakes is not recommended. Brakes can fail at anytime and it is understood that if they fail once the car is off the racing surface, the driver should do all in their power to stop the car without causing damage or injuring anyone including themselves. Drivers who intentionally retire from the race knowing the vehicle has no stopping power will not be permitted to return to the race.

4 Cylinders - any stock production manifold or stock production header.

8 Cylinders - any stock production manifold or a set of headers (no step or stage headers 1 5/8 inch O.D.max.). All exhaust have to go past the driver before it exits.

Rules. Gut it and Run it - No Turbos or all wheel drives - no new tires - do not remove anything under the hood - gas tanks are ok - fuel cells are ok

1 person is driving and no passengers you need 1 bar from side to side - bolted or welded behind driver with 5 point harness - dates on belts do not matter. No passengers are allowed.

All air bags must be removed and air condition lines must be cut or removed.