



HOLLAND MOTORSPORTS COMPLEX 2010 INFORMATION AND HIGHLIGHTS

SPEEDWAY OFFICE: Two North Main Street Phone # (716) 537-2272
Holland, NY 14080 Fax # (716) 537-9749
www.hollandspeedway.com

KEY OFFICIALS:

Race Director	Scott Wander	537-2272
Tech Inspector	Alan Morrison	445-4648
Competition Director	Jim Place	537-2272
Program Director	Art James	537-2272

NASCAR: All divisions continue under the NASCAR sanction with members having \$1,050,000 maximum medical benefits. The new series sponsor is Whelen. The title of the Series is the NASCAR Whelen All American Series. Many associate sponsors will join in support of Short Track racing. **All 2010 rule changes are in BOLD TYPE.**

PRO MODIFIEDS: Designated premier division for the NASCAR Whelen All American Series. Weekly 40 lap feature with special extra lap events. Open wheeled Modified Tour type. Division sponsor is *Raging Wolf.com*.

LAMOT: Economical Late Model racing. NASCAR division racing on a weekly basis. Visit www.lamotracing.com for more information.

CHARGERS: Weekly entry-level division for the serious beginner racer. 30 lap main events with select special events scheduled through out the season.

FIGURE 8: Weekly NASCAR Series Figure 8 events sponsored by M&M U-Pull It.

HORNETS & QUEEN BEES:
New to the NASCAR division this year, the Hornets and Queen Bee are sponsored by Thiel Motorsports and have a special series to be held throughout the season.

2010 SCHEDULE HIGHLIGHTS:

Saturday, May 22	1-5 PM	Open Practice Session
Saturday, May 29	7:15 PM	51 st Grand Opening
Saturday, June 5	6:30 PM	CRASH-A-RAMA
Saturday, July 24	6:00 pm	11 th Annual George Decker SST Modified 100
Saturday, August 28	6:00 PM	BUDWEISER Late Model 100
Saturday, September 4	6:00 PM	Season Championships
Saturday, September 11	6:30 PM	CRASH-A-RAMA

SPONSORSHIPS

With the cost of competition, sponsorships are essential. The Speedway stands ready to assist you. Auto Racing is a unique way for a sponsor to directly reach potential customers. The following are basic steps to obtaining any sponsorship:

1. Preparation

- A. Proposal must be typed with a short description of your racing plans.
- B. Include a history of the Speedway. (Available from Speedway)
- C. List areas of involvement for a sponsor:
 - 1. Car graphics
 - 2. Uniforms, jackets, hats and banners
 - 3. Display of your car at promotions of sponsor
- D. NASCAR - Material available on the foremost sanctioning body.

2. Presentation

- A. Be professional. First impressions are important.
- B. Make presentation to the decision-making person.
- C. Know exactly what you have to offer and what you need.
- D. Know your sponsor, his products, and his potential customers and where he advertises.

3. Provide the sponsor with information regarding NASCAR and the Speedway.

- A. Speedway facilities include the VSP Corporate Tower, Kayak Pools Turn One Club, Pepsi Hospitality Village and Amusement Park to accommodate small or large group outings.
- B. Race sponsorship with discounted tickets distribution. May be purchased for large or small groups with special discounts for competitors.
- C. Trophy presentation.
- D. Billboards and program ads.
- E. Product display in the concourse.
- F. Professional videotapes available for all events, also available in CD format.

4. Follow through

- A. Invite your sponsors to races. Contact Speedway for special arrangements.
- B. Advise the Speedway of your sponsors for announcements.
- C. Provide 8" x 10" colored pictures and frames of your car.
- D. Keep your sponsor advised of your progress.
- E. Be cooperative, accommodating and appreciative.
- F. Conduct your entire operation with class.

TABLE OF CONTENTS

<u>SECTION</u>	<u>TITLE</u>	<u>PAGE</u>
SECTION 1	MEMBERSHIP POLICY	4
SECTION 2	GENERAL REGULATIONS	4
SECTION 3	STARTER AND FLAG REGULATIONS	6
SECTION 4	RACE PROCEDURE	6
SECTION 5	POINT AND HANDICAP SYSTEM	8
SECTION 6	GENERAL BODY SPECIFICATIONS	9
SECTION 7	GENERAL ENGINE SPECIFICATIONS	10
SECTION 8	GENERAL CHASSIS SPECIFICATIONS	11
SECTION 9	GENERAL SAFETY SPECIFICATIONS	11
SECTION 10	CLAIMING PRICE AND PROCEDURE	14
SECTION 11	INSPECTION AND PROTEST	15
SECTION 12	PENALTIES	16
SECTION 13	PURSE AND AWARDS	17
SECTION 14	BONUS AWARDS	18
SECTION 15	CHARGER RULES	19

SECTION 1 MEMBERSHIP POLICY

1. **GENERAL MEMBERSHIP:** Any person entering in competition or restricted area must be members licensed by NASCAR or the Speedway. Notarized minor release required for members 16 to 18 years. All applications are subject to approval. Improper use of license will result in revocation.
2. **GENERAL RESPONSIBILITY:** Members are independent contractors, not employees of the Speedway, and assume full responsibility for any taxes or charges on any funds received from the Speedway.
3. **DRIVER:** Driver must be at least 16 years of age and so licensed by the NASCAR and/or the Speedway. Member must be of sound physical condition with medical verification, if necessary.
4. **CAR OWNER:** All drivers must have a registered NASCAR owner with car numbers assigned according to sequence in which cars are registered. Previous owner has preference until April 1st of the following season. If car ownership changes, new license must be obtained. Owners and driver must have a separate license.

SECTION 2 GENERAL REGULATIONS

1. **KNOWLEDGE OF RULES:** Members are responsible to know policies, rules and regulations set forth herein and those, which become effective during the season. **Information contained in the weekly Competitor Comments becomes effective upon publication.** A driver assumes full responsibility for the car and conducts of the pit crew and shall be the sole spokesman thereof.
2. **ASSUMPTION OF RISK:** Members assume full responsibility for any and all injuries sustained, property damage and death at any time while on the race premises or in route to or from. No Speedway member will have any claim for expenses or damage against Speedway or its promoters or officials regardless of negligence. No insurance on vehicles in pits or infield. Members release the speedway from liability and agree to indemnify the speedway for claims arising from the action of other members.
3. **COMPETITOR ACCIDENT POLICY:** All injury reports must be filed on date of incident with the Pit Steward and Emergency Squad. Failure to report may result in denial of claim by the Insurance Company. All injuries subject to examination by designated physician.
4. **PROGRAM:** Race program consists of feature events. The Speedway will determine the number of events that constitute a complete program. Preliminary events for a division may be deleted for extended programs.
5. **PARTICIPATION:** Competing cars shall be inspected by Speedway. Such inspection does not deem a car safe and free from defects. No expressed or implied warranty of safety shall result from publication of or compliance with those rules. Anyone may inspect the race course. By participating you deem the race course acceptable for competition. Car, part and/or equipment will not be considered as having been approved by reason of having passed through inspection at any time or number of times unobserved or undetected.

6. **PIT AREA:** No personal vehicles allowed in Pit Area until one half hour after last event. A \$50 fine may be assessed to anyone driving erratically or speeding in the pit area.
7. **CONDUCT:** All members are subject to proper conduct. Acts detrimental to auto racing such as abuse of Officials and vulgarity are prohibited. Instigating is entering the pit area of another after an incident. Violators are subject to suspension and/or revocation as determined in the sole discretion of the speedway and/or NASCAR.
8. **WEARING APPAREL:** All members must wear proper apparel. Fire retardant uniforms, gloves, goggles and approved helmets are mandatory for **all divisions**. Nomex underwear and shoes are strongly recommended for use by all drivers.
9. **DRUGS & ALCOHOL:** Mandatory revocation of license for member using drugs at any time or intoxicating beverages before entering race premises or while in attendance until last event is complete. All members consent to drug or alcohol testing at sole discretion of Speedway. Any driver, owner or pit crew violating this rule will result in disqualification of the car and loss of purse and points for program.
10. **STOCK:** When used in this rulebook, the term "stock" excludes all after-market products. "Stock" components must conform to OEM specification and original cars make and model. No alterations from stock components unless provided specifically for in the rules.
11. **DECISIONS:** All decisions concerning scorekeeping, suspension, disqualification, fines and interpretation of rules by Speedway and NASCAR are final.
12. **PAYOFF PROCEDURE:** Payoff will be at the next scheduled event. Only driver or designated agent with license of driver is permitted to receive purse. No purse distribution until technical inspection is final and all protests resolved. **NO payouts will be distributed during Registration!**
13. **INSPECTION:** All cars are subject to full inspection by a Track Official at any time while at the Speedway. Failure to comply will result in disqualification. Post-race disqualification does not require inspection of additional cars. All cars must be prepared for inspection within 1/2 hour after event. Compliance with rules will be determined by the procedures, equipment and tools adopted and utilized by the Speedway. Competitors are urged to check compliance. No removal of car without authorization of speedway officials.
14. **PROTESTS AND APPEALS:** All protests and appeals shall be in accordance with the procedure of NASCAR published in its current rulebook for NASCAR Weekly Racing Series. Inspection protests must be in accordance with Section 16. Upon appeal, all aspects of illegality may be inspected to determine compliance with these rules at the absolute discretion of the inspectors.
15. **DISPOSAL:** Absolutely no oil and/or tires may be dumped on speedway grounds. All disposal of oil and tires are the responsibility of driver. Violators will be fined and/or suspended.

SECTION 3 STARTER AND FLAG REGULATIONS

1. **OFFICIAL STARTER:** All practice and competition activity on the track are under the immediate control of the starters. All competitors shall adhere to their directions.
2. **GREEN FLAG:** Signifies the start of an event. All cars must remain in the line after receiving green until past the start/finish line. Green may be followed immediately by yellow for complete re-start in discretion of the starter. On caution laps, restarts will resume when between the designated lines by the pole inside car and the green flag and/or green light is displayed.
3. **YELLOW FLAG:** Signifies track is not clear. Cars must decrease speed and remain in single file. No passing allowed. Violators are subject to penalty during and after event.
4. **RED FLAG:** Signifies automatic halting of race. The race is scored according to last lap under green or yellow.
5. **BLACK FLAG:** Signifies disqualification with immediate retire to infield. If equipment violation and remedied, car may return to competition. If procedure violation, car will be penalized with stop and go, or balance of race. If participant fails to comply with the black flag, subject to forfeiture of all points and money for event in addition to other penalties.
6. **BLUE AND YELLOW FLAG:** Signifies competitor being lapped. Cars must move inside without changing order of lap cars until lapping car has passed. Violators are subject to penalty during or after event.
7. **GREEN AND TWO WHITE STRIPES:** Signifies lane choice. When displayed to the challenged car, driver must select lane within two laps. Violators are subject to disqualification.
8. **WHITE FLAG:** Signifies one lap remains for caution lap or completion of race.
9. **CHECKERED FLAG:** Signifies completion of event. Finishing positions decided according to distance traveled regardless if car takes checkered.
10. **STOP AND GO FLAG:** Black with a white stripe. Car must come into the infield and stop at the direction of the official. If driver does not respond to the flag he/she is subject to disqualification.

SECTION 4 RACE PROCEDURES

1. **PRACTICE:** Practice sessions are 1-1/2 hour before race time unless otherwise announced and only with the starter, tow trucks and safety crew present. Length of practice is determined by available time, not by number of practices per division.
2. **LINE UP:** Line up is based upon handicap system. Any entry signing in after starting time is subject to start scratch. Any entry not in line up chute when previous race is ended is subject to start scratch for that race. Once gates shut, no entry will be permitted on track, without direction of a NASCAR official.

3. **START:** All cars must stay in line and maintain pace. No acceleration until reaching area between designated white lines. NO passing until past the start/finish line unless a car is completely off pace. Pole inside car set pace. Before completion of one lap, original position except cars involved in incident starts in rear of field. If virtually whole field is involved in incident, complete restart in original position.

4. **RESTART:** Line up is the order of cars running at the display of the caution flag. If red flag, restart according to line up of last caution or green lap. Cars involved in incident start behind those not involved, and are subject to additional penalties. On restarts, passing only to the right until past the start/finish line. If sufficient laps completed, race may be called with points and money according to position held for restart.

5. **PROCEDURE UNDER CAUTION:**
 - A. Line up determined by position of cars when caution flag is displayed with cars involved in incident starting scratch. The first lap under caution counts except on a 100 or more lap race, when the first three cautions count prior to the 91st lap.
 - B. Any car failing to hold position except for legitimate conference with Track Official shall lose position.
 - C. If cars fail to hold position due to an incident, all cars involved in the incident will start scratch.
 - D. All cars joining single file line up prior to green flag will be scored first caution lap unless caution laps counted.
 - E. **Cars will restart double file.** Lap cars hold positions.
 - F. Caution with five (5) or less laps remaining in a regular feature and ten (10) or less laps remaining in an extra lap feature, lead cars in front, and laps cars to the rear.
 - G. Last two (2) laps must be run consecutively under green.
 - H. Any car failing to take first starting green flag will not be allowed to compete, unless directed by a NASCAR official. After original green flag, driver may not drive backup car or any car not qualified.
 - I. The lead car with the least number of laps down shall receive a free pass gaining one lap and starting at the end of the longest line. In the event that the caution is displayed when the lead lap car procedure restart is in effect, then the free pass car if on the lead lap because of the free pass will restart as the last car on the lead lap. If the lead lapped car is involved in causing the caution, then it will not be eligible for the free pass and no free pass will be given to any car". Because the line up under caution does not revert to the last green lap, the free pass policy is intended to benefit a car which may have lost a lap due to a prior incident. It is not intended to assist a car that is many laps down. **This rule will apply to all divisions except Figure 8's.**
 - J. **No competitor may "wave" a car by during a caution lap. If you want to change your position, you must go to the rear of the field.**

6. **INCIDENT:** Any car involved in an incident causing caution or failing to continue in the caution lap unless directed to stop may be considered involved in incident.
 - A. Caution flag may be displayed for racing incident resulting in less offending car losing position. Involved cars will restart scratch. Offending driver in judgment of officials subject to disqualification, including lap or time penalty.
 - B. If Officials determine that driver intentionally causes caution, caution flag may not be displayed and/or driver may be penalized.

7. **REPAIRS:** No car may be attended to on the track. Only driver may do infield repairs. Pit area open for repairs during caution or race stoppage. If a driver returns to the pits before the original start, or does mechanical repairs, the driver will start scratch upon returning to the track. No unauthorized personnel in the infield during race program.
8. **MANNER OF DRIVING:** Only one person allowed in racecar at any time on track or in pits. No part of the driver's body is to extend outside of closed body of racecar during the race or practice. A \$50 fine may be assessed to anyone driving erratically or speeding in the pit area.
9. **COMPETITOR PERFORMANCE:** Continual ill handling or rough riding will result in disqualification. Any car that leaves the race course by four wheels must return in a safe manner.
10. **LAP OR TIME PENALTIES:** A lap or time penalty is the act, during a race, of detaining a driver off the race course for a certain time or a number of laps, whichever is appropriate as determined by Speedway Officials. A lap or time penalty may be imposed when the competitor has violated the applicable rules, direction from a Speedway Official or a known race procedure. The Speedway reserves the right to assess such penalties after the event when there are insufficient laps or time remaining in the race to impose a lap or time penalty. Scoring will be corrected accordingly.

SECTION 5 POINTS AND HANDICAP SYSTEM (for all divisions)

1. **POINTS:** Points are awarded for feature events. Feature points are 50 points for first place with two point increments for the balance of the field. Double points races to be announced and awarded for feature events and regular points for the heats. Season ending ties broken by the greatest number of first place finishes and so on until tie is broken. Midseason ties broken by giving preference to driver first holding position.
2. **POINT ALLOCATION:** All points are awarded to the principal driver registered upon entering the Pit Area. Any driver change must be noted prior to competition. If change is made during race, driver will start scratch in re-start with points, purse and position to original driver. Points are given only to driver starting event.
3. **HANDICAP:** All races line up with highest point allocations starting in rear except pre-announced straight up feature races. New driver has 50 points handicap. A tech disqualified driver starts scratch for the next two weeks of his feature competition.
4. **STARTING POSITION:** Handicap is the highest finish for each driver's last four (4) feature events. The driver qualifies, not the car. Only one car eligible per night to compete per driver. Driver must drive last car qualified if operational, otherwise starts scratch. Registered number must be used. Two provisionals are available for top 15 drivers in points who fail to qualify for feature event. The **2009** finish determines provisionals for the first four events.
5. **FEATURE QUALIFICATION:** A predetermined number of cars qualify through heats for feature. Drivers not qualified will start scratch or qualify through consolation race if necessary. The number of cars qualifying will be determined by size of field and number of heats. The balance of field lined up straight up according to handicap with non-qualifiers to the rear.

6. **INELIGIBILITY:** A driver who fails to compete in two consecutive race meets without just cause will start scratch.
7. **POINT MONEY:** Driver's must compete in two-thirds of the scheduled events to be eligible for point fund and finishing year-end trophies. All point money payable to driver unless written assignment to owner.

TOP DRIVERS IN EACH DIVISION RECEIVES TROPHIES AND AWARDS UNLESS OTHERWISE SPECIFIED AND MUST ATTEND BANQUET.

- A. **NASCAR:** 5% of purse, EVERY WEEK paid by the Speedway to NASCAR.
 - B. **NASCAR Chargers:** \$1,000 to champion, \$2,000.00 to positions 2 – 10.
 - C. **NASCAR Hornets & Queen Bees:** \$500 to Champion, \$1,500 to positions 2 – 10.
 - D. **M&M U-Pull It Figure 8's:** \$300 to champion, \$1,200 to positions 2 -10.
8. **NASCAR Whelen All American Series for Pro Modifieds:**
- A. **Championships: \$3,000 in contingency money as well as Powerade Helmet to Pro Modified Champion. Additional \$4,900 contingency money and \$1,825 Powerade money allocated for positions two through ten. Must have NASCAR approved decals. In addition to above awards,**
 - B. **Divisional Championship Program:**
 1. **Divisional representative determined by highest point total at Holland. Must have NASCAR approved decals.**
 2. **New York State Champion determined by point leader among New York State NASCAR tracks based upon NASCAR point system. Champion will receive \$8,000. Overall national champion will receive \$25,000.**

SECTION 6 GENERAL BODY SPECIFICATIONS

1. **APPEARANCE:** Cars and wheels are to be painted and maintained a light bright color in a professional manner.
2. **NUMBER:** All cars must be numbered 0 - 99, no fractions or letters. Numbers must be 18" high located on center of both doors or on rear quarter panels and roof facing to the right. 6" numbers on front and **rear of car**. No reflective or foil numbers. No fractions or letters. For lineup purposes, the number of the car must be put on drivers' side of windshield in 4" square.
3. **LETTERING:** All lettering and numbering is to be neatly arranged, and appear to be professionally painted and printed, with driver's name on the right side on top in 6-inch letters. Cars must have cubic inch displacement painted on hood and decal indicating make of car on top of windshield. Non-compliance will result in reduced purse award.

4. **DECALS:** No decals, advertising or identification may be placed on front of each door and/or each front fender (between the front of the car and the front door). Other than (A) decals, advertising or identification or series sponsors, (B) decals, advertising or identification of contingency program sponsors, or (C) such other decals, advertising or identification as NASCAR may in its sole discretion permit or require. Failure to comply may result in 10% reduction in purse **and disqualification of point money.**

SECTION 7 GENERAL ENGINE SPECIFICATIONS

1. **FUEL SYSTEM:** Only 100 percent Sunoco racing fuel permitted in Pro Modifieds, all other divisions shall be regular fuel with no additives. Fuel is subject to inspection at any time. A Minimum of \$500 fine, and subject to additional penalties for violators. No electric fuel pumps or pressurized fuel systems allowed (except for Pro Fours, Hornets, Queen Bees, Figure 8's). Protected gas line must run under bottom of car. Only naturally aspirated carburetion. Fuel shut off switch required within access of driver as well as emergency personnel. Off switch must be clearly labeled. No gas line can be located in the driver's compartment or interior of car. Shut off switch for fuel required in NASCAR divisions only. Two-throttle return springs mandatory. No plastic or glass fuel filters allowed. No icing or cooling of the fuel system is permitted in the pit or racing area.
2. **ELECTRICAL SYSTEM:** Only one standard automotive 12-volt battery per car not to exceed 13.5 volts. Only battery ignition allowed with batteries located under hood or floor of car. If located under floor, battery must be completely encased. Self-starter must be in working order. No battery in fuel compartment. Only manufactured starters in original position. In all divisions, no spark amplifiers permitted. No MSD box amplifiers permitted. Battery disconnect switch required and labeled within access of driver as well as emergency personnel in NASCAR divisions. All wiring must be exposed. Tachometers may have a maximum of three (3) wires connected to the ignition system for a ground, power and tachometer signal. Tachometers may be disconnected at any time.
3. **COOLING SYSTEM:** Any type cooling system allowed and must remain in front of engine firewall with at least a one gallon capacity unbreakable catch can. Positively no leakage of water, oil, gas or any other substance will be permitted.
4. **EXHAUST SYSTEM:** Exhaust pipes must exit behind front wheels, before rear wheels and outside in lower portion of body. All cars required specified muffler removable for inspection.
5. **ACCESSORIES:** Racecars will not be permitted to carry onboard computers, micro-controllers, processors, recording devices, electronic memory chips, traction control devices, rev limiters, except for crate motors, or digital readout gauges.
6. **CRANKCASE VENTILATION:** Crankcase evacuation through power assisted mechanical devices is prohibited.
7. **CARBURETOR AIR CLEANER AND AIR FILTER:**
 - A. The bottom of the air filter housing must be lower than the top of the carburetor choke horn. No tubes, funnels, or any device, which may control the flow of air, is permitted inside of the air cleaner or between air filter housing and the carburetor. Absolutely no ducts or baffles permitted on or leading to the air cleaner or element. Conventional air box permitted unless specifically

- prohibited.
- B. Only a round dry type paper air filter element maintaining a minimum of 12" and a maximum of 17" in diameter will be permitted. The air filter element must maintain a minimum of 1 1/2" to a maximum of 4" in height. All air shall be filtered through element. The air filter elements may not be sprayed or soaked with any type of chemicals or liquids.
8. **MISCELLANEOUS:** Any part number or identification mark that is removed from a part will deem that part illegal, exception of the camshaft. Final decision is at discretion of the Tech Inspector. Any items of steel shall be magnetic type unless otherwise specified.

SECTION 8 GENERAL CHASSIS SPECIFICATIONS

1. **STEERING:** Heavy-duty steering parts recommended with proper reinforcement of tie rod, drag links and component parts.
2. **TRANSMISSION:** Transmission allowed according to division rules. Driveshaft must have front and rear full circled steel hoop no less than 2" wide and 1/4" thick, securely fastened to prevent from dropping.
3. **CLUTCH:** All manual transmissions must have foot operated clutch w/360 degree scatter shield around flywheel and clutch area. A minimum of 3/8" thick steel shield is required. Recommend 1" diameter drilled hole through bell housing positioned over ring gear to allow engine to be turned over. NASCAR approval required for multi-disc clutch protection. Only conventional clutch, flywheel and pressure plate assembly permitted. Flywheel and pressure plate must turn one full revolution for every crankshaft revolution.
4. **REAR HOUSING:** No cambered rear housing permitted.
5. **TIRES:** Tires may not be altered in any way. Any liquid or trace of liquid of any kind found inside the tires will result in disqualification. All tires found illegal will be confiscated. Driver or crew is required to dismount tire at any time or place upon request of officials.
6. **COMPOSITE MATERIALS:** No chassis or engine component that is typically made from metal may be substituted with composite materials including carbon fiber, etc.
7. **SHOCK ABSORBERS:** Must be non-rebuildable, except Late Models. No external adjustments are permitted on any shock absorber. A maximum of one (1) shock absorber per wheel permitted, steel shock body only.

SECTION 9 GENERAL SAFETY SPECIFICATIONS

1. **ROLL BARS:** Steel roll bars are compulsory. Aluminum and other soft materials are not permitted. Front and rear roll bars must be NASCAR approved and connected at top (cage type) and at bottom on both sides at seat height. Side roll bars are compulsory and must extend into door panels (Min. of four on left side and two on right side.) with additional support on the back of the roll bar. Left door bars must be convex in shape with some arch. Roll bars must be welded and not less than 1.5 inches in outside diameter and walls must not be less than .090 inches thick. No pipefitting allowed. All welds must have steel gusset plates of not less than .125 of an inch thickness and gussets must have at least 6" of weld. Bilateral support required on inside top roll

cage. Supplemental sidebars may be added to unit body type construction. Recommend rectangular tubing.

2. **TOW HOOKS:** Each car has the responsibility to provide access permitting tow truck hookup. Pickup hookups are mandatory.
3. **NERF BARS:** On all full-bodied cars, exterior nerf bars are permitted. Such nerf bars must be flush to the body with the bar properly affixed to the interior to prevent dislodging during competition. Nerf bars for the Pro Modifieds are detailed in Section 7(2)(O) of the Pro Modified rules.
4. **DOOR, HOODS, TRUNKS, ROOF:** Must be bolted, welded or stamped shut with approval type metal fasteners for quick release. Roof hatch subject to speedway approval.
5. **WINDOWS:** All glass except windshield and rear window must be removed. Full width windshield in original position is compulsory in all full body divisions. Safety glass or comparable plexiglass is acceptable. Windshield safety clips (3"x1"x1/8") must be installed; two clips bolted to top of car extending over edge of windshield and 2 clips bolted to bottom of windshield in minimum of 12" apart. Approved quick release window nets mandatory on left side for all divisions. A yellow or orange arrow should be placed on all cars, pointing to the corner of the window net that has the quick release.
6. **FIREWALLS:** Driver's compartment is to be completely closed from the engine and gas tank compartment by firewall made of minimum of 22-gauge steel welded or steel riveted in place. No oil coolers in driver's compartment.
 - A. All racecars and trucks must have full firewalls, front and rear, made of minimum 22-gauge steel.
 - B. All firewalls must be sealed with no holes between the driver's compartment and the engine compartment or fuel compartment. Must be welded or steel pop-riveted. No oil coolers or oil lines in driver's compartment.
7. **FUEL TANKS:** Approved maximum 22-gallon fuel cell required in Pro Stock, and Pro Modified Fuel cells recommended for other divisions. Must be installed as far forward as possible in the trunk compartment. Fuel cell must be encased in a container of not less than 22-gauge steel. Twenty (20) gauge steel rounded pan required when the fuel cell is located below frame rail. Minimum ground clearance of 6" for Pro Mod and 8" for Late Model and Charger.
8. **FIRE EXTINGUISHERS:** All cars must carry approved 2-3/4 lbs. dry chemical fire extinguisher with pressure gauge or approved measuring device, mounted below bottom of window secured to car and accessible to the driver. Pit fire extinguisher required.
9. **SEAT:** Seat is to be of one-piece bucket-type construction aluminum or NASCAR approved only. Recommend rectangular tubing, securely attached to frame and roll cage and be completely to the left of centerline of all cars except Modifieds. All seat cushions must be securely fastened.
10. **SEAT BELT AND SHOULDER HARNESS:** Quick release, 3" nylon lap-type belt and shoulder harness with vertical support belts and crotch strap are compulsory and must be fastened to the frame in a safe and secure manner. Six-point hitch recommended, five-point mandatory. Date of manufacture must remain visible on the belts at all times. The driver must use the seat belt restraint system at all times on the racetrack, in accordance with the instructions and/or

recommendations of the system supplier and /or manufacturer. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, OR HOLLAND SPEEDWAY, TO INSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE NASCAR-HOLLAND APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.

11. **MIRRORS:** Mirror must be located within configuration of body. Only one singular convex, maximum 26" square inch mirror or with similar surface space, located in uppermost, right corner of interior body. Subject to removal at discretion of Speedway.
12. **DRIVE SHAFT:** All drive shafts must be painted white.
13. **ACCESSORIES:** Two-way radios may be used in Late Model Pro Stock and the Pro Modified divisions only. Radio frequency must be registered with Pit Steward. Failure to report radio frequency or inappropriate language will result in removal of radio, disqualification and/or fine. Subject to removal at discretion of Speedway. One spotter per team allowed. Any video camera in a car must be approved by inspection. **Driver must have radio to pick up the Tower frequency.**
14. **RACE SAFE SYSTEM:** Operating Race Safe System required for Late Model Pro Stocks and Pro Modifieds. Must be mounted in view of driver and on back. One in driver's compartment in clear view of driver and one centered at the rear roofline, facing rearward, in clear view of competitors from behind. Position of both must be acceptable to track officials. Race Safe System lights must be mounted on the back of roof. Driver subject to start scratch for start or restart if Race Safe System not working.
15. **ADDED WEIGHT:** Added weight must be in block form of no less than five (5) pound blocks, any pellets, and painted white with the car number clearly marked. It must be securely bolted in place. No weight is to extend lower than the lowest part frame rail. No weight inside the driver's compartment. Any weight behind the rear axle must be attached directly to the frame kick-up bars or the respective cross members. All weight locations and mounting must be acceptable to Track Officials. Dislodged weight cannot be returned to the car for weighing after the race.
16. **MINIMUM WEIGHT:** The minimum weight rules of each division require a minimum weight with driver at completion of the race. Nothing can be added to reach the minimum weight. It is your responsibility to make sure all parts on car are secured; this is particularly true with added weight. All wheel weights must be securely glued.
17. **TIRE RULE:** The following is the procedure, which will be followed in monitoring the use of tire softener:
 - A. The track will take any tires for testing at any time.
 - B. The track will determine compliance; durometer readings are the preliminary determination.
 - C. If the track determines that the tires are illegal, the competitor has the right to post \$300.00 protest fee.
 - D. A chemical test will be performed on the tire (s) in question, to determine compliance. The tire will not be returned.
 - E. If the tire is legal, then the \$300 will be returned. If the tire is illegal there is a \$1,000 penalty along with a four week suspension.

SECTION 10 CLAIMING PRICE AND PROCEDURE

1. **CLAIMED PRICE: ***
 - A. Pro Modified \$5,500 engine
 - B. Charger \$2,000 engine
 - C. Figure 8 \$ 300 engine
 - D. Pro Four \$ 300 engine
 - E. Hornet/Queen Bee \$ 200 full car except safety. Management claim.Claimed engine must be used in the following event. No claim of crate motors

2. **CLAIMED ENGINE:** Claimed engine shall include the following:
 - A. Internal Parts (all)
 - B. Complete heads
 - C. Valve covers
 - D. Engine oil pan
 - E. Oil pump
 - F. Intake manifolds
 - G. Ignition
 - H. Water pump
 - I. Fuel pump
 1. It does not include among others, the exhaust manifold, clutch and flywheel, vibration dampener, carburetor, starter, air cleaner assembly, bell housing or power steering.
 2. A \$300 fee paid to Speedway to facilitate removal of engine.

3. **CLAIMANT:** First four position finishers (whether running or not) are subject to engine claim by any owner and driver of a car finishing fifth on back in feature on the same lap as the fourth place car. Any owner who is induced to claim an engine for the benefit of another person will be subject to penalties as provided by the Speedway. Owner of engine claimed has option to purchase engine of claimant for claiming price.

4. **CONSENT TO CLAIM:** All competitors as a condition of competition must sign membership contract price prior to competing whereby owner consents to the claiming price and procedure.

5. **PROHIBITIONS:**
 - A. No owner may claim his own engine/car nor shall he claim any engine/car built by him; exception: reclaiming of his own original engine/car.
 - B. No owner shall claim more than one engine/car in a 60-day race period.
 - C. No owner shall claim an engine/car for another person.
 - D. No owner shall cause his engine/car to be claimed directly or indirectly for his own account.
 - E. No person shall offer or enter into an agreement to claim or not to claim not attempt to prevent another owner from claiming any engine/car in a car entered in the race program.
 - F. No owner shall enter a racecar with an engine/car, which is mortgaged, chatted, or with any other type of lien against said engine/car.
 - G. Original driver cannot drive car claimed.

6. **CLAIMING PROCEDURE:**
 - A. All claiming shall be submitted in writing prior to the running of the feature event for the division in question with the Pit Steward. The claim must be filled out in its entirety, setting forth the owner claiming and the engine claimed. A certified check or cash for full claiming price must accompany it.
 - B. Disclosure: No Track Official shall disclose or give information upon any claim until after the feature race has been completed.
 - C. Withdrawal of Claim: Claimant may withdraw up to 15 minutes after completion of feature event. Withdrawal will result in automatic forfeiture of \$250 for Late Models, \$150 for Modifieds, \$100

for Chargers and \$100 for Figure 8 to be distributed equally among all entries in feature competition.

- D. Positions for claiming do not change due to illegality of car.
 - E. No claiming last three weeks or by the discretion of the track.
7. **MULTIPLE CLAIM ON ENGINES:** In the event that there is more than one claim on the same engine/car, the engine will go to the qualify claiming driver finishing farthest back.
 8. **DELIVERY OR CLAIMED ENGINES:** Any engine claimed should be delivered immediately by the original owner to the new owner. The engine must be removed from the car prior to the car leaving the Speedway grounds, unless both the new owner and original owner agree to a different agreement. Engine must be used in claiming car within the next three scheduled events or the last event whichever is less.
 9. **REFUSAL TO DELIVER CLAIMED ENGINE:** Any person who refused to deliver an engine legally claimed shall be suspended from the Speedway for 2 race programs from the date of refusal and will forfeit all prize money and points for the event.
 10. **TITLE TO ENGINE:** Every engine claimed shall have Title vested in the successful claimant once the engine has been delivered and the money paid. The Pit Steward shall record the engine number. The owner making a claim for an engine will be required to make an affidavit that he is claiming said engine for his own account. Any owner making such an affidavit willfully and falsely will be subject to suspension.
 11. **MODIFICATION:** Speedway reserves the right in its sole and arbitrary discretion to modify any and all terms of this section by proper notification.

SECTION 11 INSPECTIONS AND PROTEST

1. **GENERAL PROCEDURE:** NASCAR as set forth in the current NASCAR rulebook and shall apply to all divisions shall govern the procedure for protest. Protests, which in the judgment of officials are frivolous and filed for the purpose of annoyance and harassment, are prohibited and will be disregarded.
2. **FORM OF PROTEST:** All protests must be in writing and timely filed with the proper Speedway Official. Statement must state the nature of the protest and include number and driver of car to be inspected, suspected illegal aspect of car and signed by driver registering complaint. Only driver who is competing that night in that class may protest another car, with complaining driver's car automatically inspected.
3. **VISUAL PROTEST:** Such protest must be filed before start of feature event of race meet in which violation is alleged. Visual shall be interpreted to mean any protest relating to equipment which is outwardly visible, including that located underneath hoods or the coverings accessible to observations without the use of tools except weight requirements. Speedway has sole discretion in interpretation of what constitutes a visual protest. A \$300 bond is required.

4. **NON-VISUAL:** Protests must be filed within 15 minutes after completion of event with posting of a \$300 bond per item. Protests can be made only to car finishing ahead of protestor on the same lap. If P&G or Whistler used, car owner has option to remove cylinder head to prove legality. If car deemed legal, owner will receive bond less \$200 for expenses. If deemed illegal, the bond less \$200 for expenses to protestor.
5. **DISPUTE:** If the legality of a car under protest or inspection is disputed, either party may file a written appeal within 15 minutes after receipt of written notification of disqualification with the Chief Inspector, the posting of a \$250 non-refundable bond and three days to submit information to support their position. If the determination of the Chief Inspector is upheld, the appealing driver shall have an additional 50-point loss. Burden of proof is upon the competitor appealing.
6. **LEGALITY:** Any car deemed illegal would be so marked and considered illegal until proven otherwise. Any removal of identification from any part shall deem the part illegal. The Speedway may confiscate any part and/or equipment, which failed to meet specifications. Failure to surrender parts or equipment will subject competitor to indefinite suspension and/or fine.
7. **FORFEITURE:** Any car found illegal shall forfeit all earnings and points for that day and shall be subject to penalties as prescribed in Section 17.
8. **INSPECTION:** Any driver refusing to report to the inspection area when requested to do so by the track official may be subject to a \$200 fine, disqualification with loss of finishing position and purse, loss of championship points and subject to suspension.

SECTION 12 PENALTIES

1. Any Speedway member violating these rules may be penalized by appropriate race disqualification, suspension or revocation of Speedway membership. In the event NASCAR covers the violation, the NASCAR penalty will be utilized.
2. Where no other penalty is prescribed, the following may be assessed:

A.	First Violation	50 point loss and/or \$100 fine or Bond
B.	Second Violation	100 point loss and/or \$200 fine or Bond
C.	Third Violation	100 point loss and possible revocation of license
3. Any Speedway member or car under suspension shall not be permitted to participate or enter into the Pits or racing area during the suspension. Any driver returning from suspension will start scratch for the heat and feature on their first return to competition. Person suspended or on probation from Lancaster or NASCAR sanctioned Speedways for improper conduct will not be allowed to compete until suspension or probation is terminated.
4. **TROPHY PRESENTATION** - Any driver failing to participate in the trophy presentation except for reasons beyond the control of the entrant, or improper or inappropriate conduct such as remarks concerning other competitors, officials or other persons will forfeit his finishing position, including prize money, points and trophy.

SECTION 13 PURSE AND AWARDS

- GUARANTEED PURSE** - The published purse is guaranteed for minimum of 15 entries. You must complete at least five laps in order to be eligible for points or money in the feature. If the race event is postponed and rain checks honored, complete race program for the next event. If race is postponed and rain checks not honored, then the balance of the event will be run at the next program. Basic purse distribution is as follows:

POS	RagingWolf.com Pro Modified	Charger	M&M U-Pull It Figure 8	Thiel Motorsports Hornet & Queen Bee
	40 laps	30 laps		
1	\$500	\$175	\$60	\$60
2	\$300	\$150	\$50	\$50
3	\$225	\$100	\$45	\$45
4	\$175	\$75	\$40	\$40
5	\$150	\$55	\$35	\$35
6	\$125	\$50	\$30	\$30
7	\$120	\$45	\$25	\$25
8	\$115	\$40	\$20	\$20
9	\$110	\$35	\$20	\$20
10	\$100	\$30	\$20	\$20
11	\$90	\$25	\$20	
12	\$85	\$25	\$20	
13	\$80	\$25	\$20	
14	\$75	\$25	\$20	
15	\$70	\$25	\$20	
16	\$60	\$25	\$20	
17	\$60	\$25	\$20	
18	\$60	\$25	\$20	
19	\$60	\$25	\$20	
20	\$60	\$25	\$20	
21- 25	\$60	\$25	\$20	

- BONUS SYSTEM** - In addition to the basic purse, there is a bonus system for all NASCAR divisions determined by the starting and finishing position. Starting positions 11-20 will carry a bonus. This awards those competitors who start to the rear.
- PROCEDURE:**
Starting position determined by handicap system.

SECTION 14 BONUS AWARDS

Raging Wolf.com Pro Modified

Finishing Position	19 – 20	Starting 17 – 18	Position 15 – 16	13 – 14	11 – 12
1	\$200	\$150	\$125	\$100	\$75
2	\$100	\$75	\$60	\$50	\$50
3	\$80	\$60	\$50		
4	\$60	\$50			
5	\$50				

Chargers

Finishing Position	19 – 20	Starting 17 – 18	Position 15 – 16	13 – 14	11 – 12
1	\$50	\$40	\$30	\$20	\$10
2	\$40	\$30	\$20	\$10	\$10
3	\$30	\$20	\$10		
4	\$20	\$10			
5	\$10				

SECTION 14 CHARGER RULES

A. COMPETING MODELS

1. 1970-1989 American made production cars rear wheel drive only.
2. 108" minimum AMA wheelbase allowed.
3. Weight: 3400 lbs minimum overall weight and 52% maximum left side weight with driver at completion of race. No adding of gas, oil, water, or any fluids.
4. Track width, maximum 73" measured at edge of wheel with 110" wheelbase and maximum 71" track width with minimum 108" wheelbase measured to edge of wheel.
5. No Mustangs, Firebirds, Camaros, Corvettes or similar type cars.

B. BODY

1. Body must remain absolutely stock appearing, at the discretion of tech.
2. Rear hoops allowed. Must run parallel to rear frame. Maximum of two (2) vertical supports permitted.
3. All glass except windshield must be removed.
4. All chrome molding; brass or plastic components and ornaments not integral part of the body must be removed.
5. All door handles, tail lamp and headlight openings must be filled in with replacement tin or aluminum panels.
6. Passenger door must be welded shut.
7. Car interior must be stripped of all flammable material.
8. Original firewall must be in stock location. Alterations are subject to view and acceptance by NASCAR Tech Officials.
9. Minimum 20 gauge steel rear firewall and top shelf closing off trunk compartment. No cockpitting.
10. All floors must be completely stock with no holes.
11. Only complete stock bumpers, and bumper supports, in stock location for year, make and model of car. Required strap from end of bumper to fender.
12. Support of trunk and hood must not be removed.
Original hood hinges required. Only positive fastener hood pins permitted with 1/2" minimum. No nuts or wingnuts. Hood springs may be used. Positive fastener hood pins recommended for trunk.
13. Trunk floor may be retained.
14. No rear spoilers allowed.

C. BRACING

1. Full roll cage required.
2. Each roll bar must have brace running rearward from top of roll cage at approximate 45-degree angle welded to frame or footplate. It may not extend past rear axle.
3. Sufficient padding in driver compartment required.
4. Front hoop allowed. Maximum two vertical supports. No other bars may extend through firewall. Original radiator support may be removed. Nee supports must be acceptable by Holland NASCAR Official.
5. No other bracing permitted in front of firewall.
3. X-ing of the frame permitted. No boxing.

D. FRAME

1. Must be completely stock for year, make and model of car with body secured on stock locations.

E. ENGINE:

1. Maximum engine displacement as follows:
 - A. GENERAL MOTORS 350 cu. inches
 - B. FORD 351 cu. inches
 - C. MOPAR, AMERICAN MOTORS 360 cu. inches
2. Stock stroke and bore with maximum .045 inch absolute overbore allowed in each cylinder. No tolerance. No aluminum block.
3. Only two-barrel engines allowed. Maximum compression: 9.5 to 1 ratio. Pistons must be flattop OEM style cast type with 4 valve reliefs. No lightweight racing pistons allowed. No vortex heads.
4. All components must be factory installed and stock for 2-barrel engine.
5. No air boxes allowed. Listed below are the only eligible intake manifolds. Manifolds must remain strictly as manufactured, absolutely no modifications of any kind permitted. The manifold is identified by the term "perform" to the rear carburetor and the term Edelbrock 2101 to the front of the carburetor. Only intakes with these terms are permitted in competition. Approved manufacturer's identification in the form of cast-in part numbers must remain unaltered on the manifold. Manifolds must not be painted, coated or have any kind of insulating material attached in any way. Only one standard flat gasket, a maximum of .075 inch, may be used between the cylinder head and the intake manifold. A track supplied intake manifold must fit engine complete with stock gaskets. Track reserves the right to exchange any intake manifold with any competitor at any time either from competitor to competitor or from track to competitor. Failure to comply will result in immediate disqualification. All part numbers are current design manifolds with the same part number are not permitted.
 - A. Chevrolet - #2101 manufactured in 1986 to present.
 - B. Chrysler - Mopar - Part #P4529295, #P5249572, casting #8015. Weiland - Part # 8015. NOTE: On the Chrysler Weiland, part #8015, and Chrysler, part #P4529295 casting #8015 manifolds, it is permissible to weld a maximum of ½ inch from the bolt on the flange surface up into the intake port to match the W-2 port design. Ports may be welded only. Grinding or polishing is not permitted.
Ford N351 - Must use Ford Performer intake manifold, part number M-9424-C358.
6. The only approved carburetor adapter plate is an unaltered Moroso aluminum adapter part number 64966. One paper gasket on each side of adapter plate with maximum thickness of .065 inches permitted.
7. 7448 Holley 350 Stock Unaltered carburetor mandatory. No adjustable air bleeds in any part of the carburetor. Complete carburetor must be manufactured by Holley including the metering plate. Choke plate may be removed.
8. Engine must be in stock location. Crankshaft centerline must be 15 inches minimum from ground, and centerline between frame rails.
9. Engine and transmission combination must be within chassis.
10. Only stock ignition permitted, car must have working self-starter. No battery within driver's compartment.
11. Hydraulic camshaft permitted with maximum .450 lift. Unaltered OEM hydraulic lifters permitted. Maximum cam lobe lift of .300 for General Motors and .294 for Ford and Chrysler. Stud mounted roller rockers permitted. No shaft mounting permitted. Maximum \$200 retail price. Roller rockers permitted with maximum \$200 list price. Violation will result in permanent confiscation in addition to other penalties.
12. Only OEM rocker ratio permitted with a maximum of 1.50 to 1 ratio for all General Motor's engines and 1.60 to 1 ratio for Ford and Chrysler.

13. Cylinder heads must be stock cast iron production only limited to 2 valves per cylinder. Intake valve 11/32 stem all the way to the head. No under cut with a head diameter of 1.940 exhaust valve 11/32 stem all the way to the head. No under cut, with a head diameter of 1.500 except for Ford and Mopar that can run head diameter of 1.600 on exhaust only. No titanium valves, springs, retainers. Valve springs both intake and exhaust may not measure any larger O.D. than 1.250, only steel springs permitted. **Valve springs must maintain diameter top to bottom.** No port match matching or flow work is permitted. No grinding, polishing, acid dipping or filling will be permitted any place in the port or bowl area.
14. The valve job will consist of only 3 angles to the seat no radius cutting. The valves are to have only 1 angle. No angle cutting of the head to block muting surface. Chevrolet intake ports or runners are to be no larger than 161cc
Chevrolet exhaust ports or runners are to be no larger than 65cc
15. The head boltholes cannot be offset or drilled for the purpose of moving the head in any direction.
16. A maximum of three (3) angle valve jobs are permitted. All cutting in reference to the valve job must be centered off the centerline of the valve guide. No radius cuts permitted. Upon completion of the valve job, the bowl must remain unaltered with the same shape and surface finish as supplied from the O.E.M. manufacturer. Surfaces and/or edges where the seat cutter has touched must not be blended rediused or polished. No hand grinding, polishing or acid dipping permitted on any part of the head. All valves must be identical in appearance and constructed as an O.E.M. type valve. No air directional devices permitted on any valve surface.
17. Stock valves with maximum 1.94 intake and 1.5 exhaust except for 1.6 exhaust for Ford and Mopar engines.
18. Rocker studs and guide plates allowed.
19. Two (2) 1" inspection plugs required in oil pan. The first to be in the side of the pan, inline of and with a clear view of a connecting rod. The second to be in the front of the pan to give a clear view of the crankshaft counterweight. Failure to have either inspection plug will require the removal of the oil pan for inspection. No exception allowed.
20. Only one radiator permitted.
21. Only one OEM electric, or engine driven fan permitted.
22. No coating or thermal wrap permitted.
23. No vortex style- center bolt valve cover heads.
24. After market pulley systems allowed. Maximum retail price of \$230.
25. Stock firing order for engine must be used.

F. CRATE ENGINE OPTION

1. Unaltered and sealed GM crate engine P/N#88958602. Any crate engines that are inspected and are altered or missing GM sealed bolts will be disqualified and suspended for one year and fine \$1,500 dollars.
2. Track Officials reserve the right to impound, inspect, replace, and/or have an independent engine builder inspect and test any competitors crate engine at any time.
3. Any team found to have altered and/or tampered and/or removed with any engine seal(s) will be subject to IMMEDIATE disqualification from the event, loss of all points and monies, suspension and/or other penalties issued from Track Management and Track Officials. Any seals that in the judgment of the Track Manager and/or Track Officials have been tampered with and/or altered will result in the engine being declared ineligible for competition. Track Officials may impound the ineligible engine for further inspection and/or return it to an Authorized Crate Engine Dealer, at the expense of the team, for engine re-certification. If, at the conclusion of testing, the engine been declared altered, modified or tampered with, the offending team(s) will be subject to disqualification from the event, loss of all points and monies,

finer, suspensions, confiscation of the engine, an indefinite suspension and/or additional fines and penalties as deemed appropriate by the Track Manager and Track Officials.

4. Any and all work or repairs must be done and approved by Certified Engine Re-Builder, Jan-Cen Motorsports.
5. Must use the same carburetor rules as the custom built engines

G. TRANSMISSION

1. Only stock type automatic transmission with stock components permitted. Example, a powerglide may be used in later model.
2. Stock torque converter must be used.
3. No lock up torque converters. No electronic components permitted.

H. REAR AXLE:

1. Only stock components may be used throughout rear axle assembly.
2. No locked rear end or limited rear end permitted. When car accelerates, only one rear wheel may turn.

I. EXHAUST MANIFOLD AND SYSTEM

1. Exhaust pipes must extend under the car and exit behind driver and outside of sheet metal.
2. No inverting of manifolds.
3. Complete and unaltered muffling system mandatory. Only Hooker muffler #H1K 21008 and Dynamax Thrush Muffler #17715, #17696 and Extreme Technology Muffler part #12525 allowed. Mufflers must be mounted with inlet and outlet in the proper direction and be removable for inspection.
4. HEADERS: must have bolt on flange only. Max 1 5/8-inch tubes. Max 3-inch straight collector only. No H or X pipes. Right side will remain independent from left side. Only headers allowed: Headman- #68600. Dynamax and Blackjack- #85121. Flow Tech- #11104FLT

J. SUSPENSION

1. Suspension must be strictly stock, including stock location, including rear spring pockets. Racing springs permitted. Jack bolts are allowed in rear and front.
2. No alterations of existing suspension; cross member spread and upper control arm mounting area will be checked with a tram bar and must be within factory specifications. After market upper A frame permitted. Upper control arms may be tubular magnetic steel only. Must use stock mount, non adjustable. Bolt or screw in ball joint only. No heim ends.
3. No additions to suspension permitted.
4. Only one stock type absorber per wheel permitted. Mounting position of rear shock may be moved for clearance.
5. Car must be level from side to side and front to rear.
6. Minimum of 6" ground clearance at lowest point of frame rail with driver in the car.
7. Maximum 7 degrees camber with driver in the car.

K. BRAKES

1. Four wheel working hydraulic brakes required. No adjustable bias, front to rear and left to right.
2. Lightening of braking plates, brake drums and/or brake shoes by cutting or trimming metal is not permitted.
3. All components must be stock for year, make and model and in stock location.

L. WHEELS AND TIRES

1. 7" steel wheel.
2. Both front wheels must be reinforced.
3. **Tires - to be announced.**
4. Maximum 1" total wheel offset side to side.
5. Tire may not be altered in any way.
6. Bleeder valves will not be permitted.
7. Safety hubs may be used on the right front only.

M. WEIGHT

1. Added weight to be mounted no lower than the bottom of the frame rails at the point of mounting.

N. DRIVER

1. Charger driver currently in the top 5 may compete only in a Charger or Pro Modified and may not compete in any lower division.
2. Seat Height - Drivers must have good vision over hood subject to approval of Officials.