



### 2017 Dublin Motor Speedway Rules

**No vehicles parking in the pit will be allowed to exit until race is completed!**

**Everyone will exit track at turn 3 only. Enter track at turn 1 or 4.**

**Rescue & wrecker will be parked in pit!**

**Time limits will be strictly enforced for each division. The only thing that will stop a race is a red flag at the flagman's discretion!**

**Dublin Motor Speedway officials decisions will be final.**

### General Track Rules

- 1. Track management reserves the right to refuse entry to any car, driver or crew- member to the pit area or the grandstand.**
- 2. Anyone entering the pit area must read and sign a release absolving track owners and officials of any safety liability. Enter the infield at your own risk.**
- 3. Minors must be accompanied by a parent or guardian to enter the infield area. Parents must sign a release form for children under the age of 16 that enter the infield area.**

### **RULES OF CONDUCT**

- 1. Disorderly conduct, profanity, and fighting will not be tolerated at the speedway.**

**2. Alcoholic beverages and illegal drugs are strictly prohibited in the infield area. Any person breaking this rule will be escorted off the premises by law enforcement personnel. NO MONEY (ENTRY OR ADMISSION) WILL BE REFUNDED.**

**3. Track management reserves the right to inspect all vehicles entering the infield.**

**4. Any driver or crew-member that drinks alcoholic beverages or uses illegal drugs before or during the race program will be suspended, fined and/or barred indefinitely. Second offenses may result in permanent suspension.**

**5. Any of the following actions by driver, crew members or owner may result in fines up to \$500, suspension or loss of up to 100 season points for the driver:**

**Crossing the track during the race program and/or approaching flag stand.**

**Causing a disturbance in a pit area other than your own. If you cause a disturbance in another teams pit area, you are automatically to be at fault.**

**Disorderly conduct or disrespectful conduct toward track officials.**

**Destruction of facility property.**

**Delay of the race program.**

**6. Fighting or other malicious activity detrimental to human safety may result in a fine up to \$1,000 and any other punishment deemed necessary by management.**

**7. Drivers and car owners are responsible for the actions of their crew-members. You can be fined and loss of points for their actions. Keep them under control.**

**8. Possession of weapons on the speedway premises is strictly prohibited.**

**9. Fines and suspensions must be settled with track management before an individual will be allowed to return to the track.**

**10. One-year suspensions will be for a calendar individual year, not for the race season.**

#### **RACE CAR MAINTENANCE**

**1. Track officials will perform no work on race cars except visual inspection and pulling of minor sheet metal to insure that no sheet metal is rubbing on tires.**

**2. If only visual inspection is required, the driver may resume his position.**

**3. No work will be done on the track by pit crews except for pulling sheet metal away from tires. This may be done only at the deceleration lane at turn one. The driver may then resume his position.**

**4. Any other work on the car must be done in the pits. Any car entering the pits for repair must go to the rear of the field when returning to the track.**

## **GENERAL RULES**

**1. Drivers and car owners are responsible for familiarity with the track rules. Rules and other procedures will be updated and emphasized at drivers meetings.**

**2. The race director will be responsible for interpretation of rules, scoring, flagging and other procedures. Decisions of the race director will be final.**

**3. The racetrack reserves the right to adjust the purse in any division in which less than ten (10) cars are entered for that night's competition. Any purse adjustment will be announced to that division at the drivers meeting.**

**4. No passengers allowed in race cars.**

**5. No car allowed on track unless an emergency vehicle is present and the flagman is on duty.**

**6. The racing program may be delayed or stopped due to adverse weather, time restrictions, or track conditions, at the discretion of the track owner. The speedway reserves the right to place time limits on all divisions.**

**7. No personal cars are allowed on the racetrack.**

**8. If it is necessary to call a race, any race will be considered complete if one-half of the program has been completed.**

**9. If it is necessary to cancel the race program for any reason, the program will be considered complete if one-half of the program has been completed. No refunds.**

**10. No driver, car owner or crew-member will have any claim against the speedway for damages, losses or expenses.**

**11. Drivers must be at least 16 years old. Driver's younger than 16 will be considered by track management on a case-by-case basis.**

**12. Purse money must be claimed the night of the race. Any prize money not picked up when the payoff window is closed that night would be forfeited.**

**13. Race officials will act on any situation not specifically covered in these rules.**

**14. Track management reserved the right to change rules as necessary during the course of a season. Any rule changes will be posted in written form on the bulletin board at the drivers meetings.**

**15. Ignorance of the rules is no excuse.**

**16. Registration and drawing tables will be open until 6:30pm. Late entries must start at the rear of the field.**

**17. The start/finish line will extend through the deceleration/pit lane.**

#### **GENERAL SPECIFICATION FOR ALL CARS**

**1. All doors must be welded or bolted chaining allowed.**

**2. Body alterations limited to trimming for tire clearance will be allowed.**

**3. No convertibles, jeeps, or station wagons allowed.**

**4. All cars must qualify and start race with hood, fenders and doors in place.**

**5. All upholstery, except driver's seat, must be removed. All glass must be removed.**

**6. All clip-held body trim must be removed.**

**7. Roll bars must be installed front and rear. There must be four side collision bars on driver's side. Roll cages must be constructed of a minimum 1 1/2" O.D. boiler tubing, high-grade steel or chrome moly tubing. Galvanized pipe not allowed.**

**8. All cars must have seat belts at least 3" wide and shoulder straps at least 2 1/2" wide. All belts must have a date tag and be no more than four years old.**

**9. Belts must be fastened to frame or roll cage. A five-point safety harness is highly recommended.**

**10. Front and rear bumpers must be standard OEM-type with no sharp edges. Track officials must approve any other bumper.**

**11. Car number must be displayed on each side, on top of car, and on right front visible from the front of car. Number size is minimum 18" on sides and top. Top number should be visible from the control tower when car is on front stretch. The Race Director may temporarily change car numbers to avoid duplication.**

**12. Gas lines must be routed safely away from driver.**

**13. Nitrous oxide systems are not allowed.**

- 14. Turbochargers and supercharges are not allowed.**
- 15. Firewalls required between driver and engine, and between driver and fuel tank. All firewall openings should be sealed. Exhaust should exit behind driver and the side of the car.**
- 16. Solid floorboards are required.**
- 17. Collapsible steering columns are recommended for safety purposes.**
- 18. Batteries must be mounted securely under hood or in rear of car with approved straps. No rubber straps or plastic ties. Batteries may also be mounted inside driver's compartment if fully enclosed and securely strapped.**
- 19. Battery disconnect switch should be located near driver, within easy reach of safety personnel.**
- 20. All cars must have a track-approved drive shaft bracket. Bracket should be of steel at least 2" wide by 1/4" thick, and should be located in the front 25% of the drive shaft.**
- 21. Drive shafts must be painted white.**
- 22. All cars must have window nets or metal driver seat with five point harness and headrest on both sides.**
- 23. All cars must have a tow chain or eyebolt front and rear.**
- 24. All cars must go through tech inspection upon first appearance at the speedway. If car does not pass, the driver or owner will be informed of the problem. At the discretion of the tech official, cars that do not pass inspection may be allowed to compete one time only. At no time will an unsafe car be allowed on the track.**
- 25. Track officials have the right to inspect any race car at any time. Unsafe race cars may be disqualified at any time.**
- 26. All cars must have a properly charged and secured fire extinguisher or fire extinguishing system within easy reach of the driver.**
- 27. Approved racing seats are required. Seats must be secured to brackets attached to roll cage or chassis.**
- 28. Items not specifically listed in the rules will be enforced at the discretion of the tech inspector. No equipment will be considered as having been approved by reason of having passed through inspection unobserved.**
- 29. Hot laps may be eliminated on some nights to keep the race program on schedule.**

- 30. All cars must report to the starting grid when called. Cars reporting late may be required to start in the rear of the field.**
- 31. Any driver changes after sign-in must be reported to track officials before race starts. Failure to report such change may result in disqualification, suspension and forfeiture of winnings.**
- 32. All competitors must leave the infield area when infield lights are turned off.**
- 33. Tech inspectors may request that sheet metal be replaced for safety reasons.**
- 34. All drivers must wear approved, fire resistant suits, which efficiently cover the body.**
- 35. Anyone receiving injuries while at the speedway must report the injuries to the race director before leaving the facility.**
- 36. All ballast weights must be painted white with car number, division and driver number shown on weight. Anyone who loses a weight on the track may be subject to a \$50 fine.**

## **RACING PROCEDURES**

- 1. Cars may be black-flagged for the following:**
  - (a) Driving in a hazardous manner on the track or in the infield.**
  - (b) Disregarding a "passing" or "move over" flag two times.**
  - (c) Being involved in three cautions.**
  - (d) Interfering with the race or causing a hazardous condition while leaving the pits.**
  - (e) Refusing to go to the rear or assume correct lineup position after a caution.**
  - (f) Stopping at the flag stand during the race for reasons other than information about track conditions or position.**
  - (g) Failing to maintain sufficient speed to race safely.**
- 2. A car's laps will not be counted after two laps under the black flag for that car.**
- 3. Any car causing a caution will go to the rear of the field. Races will be stopped for safety reasons only. After a caution, cars will line up according to the last completed, scored lap. The field will be given two laps after the caution to assume the correct lineup.**
- 4. If two cars spin out together under racing conditions, both cars must go to the rear. If the flagman determines that a driver intentionally took out another car, that driver will go**

to the rear, and the spun car will retain his position. Other than an intentional take out situation, any car that spins for any reason will go to the rear of the field.

5. Under a red flag, cars are to return to the flag stand and come to a stop. Any car that enters the pit under a red flag will go to the rear of the field.

6. No one is allowed on the track under red flag conditions.

7. Any car, which intentionally delays the race or causes a caution, will go to the rear of the field and may be disqualified at the discretion of the race director.

### **COURTESY RULES**

1. Any car on the lead lap with a flat tire will be given two laps from the time the car enters the pit to repair the tire. Cars going into the pits for any other reason will go to the rear of the field.

2. The flagman is in full control once the race begins.

3. No car may receive assistance from any other car on the last lap.

4. No race car will be allowed to enter two track classes in one night.

5. The flagman will determine initial start. The flagman will allow two attempts at a double-file start. After two attempts, the first and second row will be inverted for the third attempt. After the third attempt a single-file start will be used.

6. Restarts will be determined by the leader between turns three and four.

7. All cars will race back to the flag on the first lap unless the racing groove is blocked. Last lap if a caution comes out the race will restart with a green/white and then checkered.

### **FLAG RULES AND PROCEDURES**

Track officials will use flags for the purpose of providing the drivers with information. Lights may be used in addition to flags. Any car that gains a position prior to the display of any green flag will cause a restart and will be placed in the rear of the field.

**GREEN FLAG (Start of the race)** – In all races, each car must remain in assigned starting position, and the No. 2 qualifier must not beat the No. 1 qualifier to the dropping of the green flag.

**YELLOW FLAG (Caution)** – The yellow flag signifies caution on the track. All cars are to slow down and maintain their position with respect to the other cars on the track. In all regulation events, laps run under caution will not be counted toward the total laps allowed for that race except on the last lap. Any driver who leaves the track while the race is under

caution, may go into the pits and return to the track without losing a lap, but must go to the rear of the field. When the yellow flag is displayed, cars will be placed in the position they held on the last lap completed prior to the caution.

**RED FLAG (Danger – Stop Immediately) -** The red flag shall be used when the track is judged unsafe for racing to continue. All cars must stop immediately, regardless of position on the track, and must remain stopped until directed by a track official. Track officials only, are allowed on the track during red flag condition.

**BLUE FLAG with DIAGONAL STRIPE (Move Over) –** The blue flag with a diagonal yellow stripe signifies that faster traffic is overtaking the car being signaled, and that car should move to the bottom of the track. If a driver receives the move-over flag on three consecutive laps and does not yield to faster traffic, he will be black-flagged.

**BLACK FLAG (Report to Pits Immediately) -** The black flag indicates that your car is creating a potentially hazardous condition on the track, or that you are violating a track rule, procedure or a directive from a track official. If a black-flagged car fails to heed the flag for two laps. Scoring for that car will discontinue until the flagman gives further notice. Penalties for ignoring the black flag will range from one lap to disqualification, at the discretion of the race director. When a black- flagged car enters the pits, he will be directed by the pit steward as to the reason for the black flag and the appropriate actions to be taken. If the car is able to return to the track, scoring for that car will resume at that time.

**WHITE FLAG (One Lap Remaining) –** The white flag will be displayed when the leader has started the last lap of the race. No car may receive any assistance after the white flag has been displayed.

**CHECKERED FLAG (End of Race) –** The checkered flag will be displayed at the completion of the race. When the checkered flag is given to the leader, the remainder of the field receives the flag in the same lap. Upon entering the infield area, the top three finishes in any feature must go immediately and directly to the scale house to be weighed. Failure to go directly to the scales will result in disqualification.

## **PARKING**

1. Track management reserves the right to alter parking for special circumstances.

## **PROTEST RULES**

1. Only the driver or car owner may protest.
2. To protest a car, you must finish behind that car.

**3. The technical inspector must receive protest and protest money at the scale house immediately after the race. The protest must be accepted or declined by the protested team within five minutes of the completion of the race..**

**4. Visual protests (those requiring no disassembly or removal of parts) must be made to the tech inspector before qualifying. Only one visual protest per team, per night. The visual protest fee is \$25, which is retained by the track.**

**5. Protested car must go immediately to the protest area. If the protested driver does not accept the protest, he forfeits all points and purse money for the night, and the protester will be refunded all of the protest money.**

**6. Protest area will be off limits to all but tack personnel and two team members from both the protester and protestee. After part (or parts) are ready for inspection, the tech inspector and one representative from both the protester and protestee will be allowed to witness the inspection. The tech inspector's decision at this time is final.**

**7. All protests which require a volume inspection (cubic inches or cubic centimeters) must be ready for inspection within 60 minutes of starting the teardown.**

**8. Protested Team must have car at the inspection building immediately upon accepting of protest. All protested cars will be on lock down and remain in the tracks possession until the completion of all races for inspection. No team members will be around inspection area until called for by track officials.**

**9. Cars found to be illegal will cause forfeiture of points and purse money earned that evening.**

**10. Once the protest is filed with the track official, it may not be rescinded unless all parties involved agree.**

**11. Only one protest, per division, per night allowed.**

**12. Cars found illegal more than one time, will lose 100 points in addition to the penalties previously described.**

**13. If the protested car accepts a protest, he in return, may protest the car that finishes behind him.**

#### **PROTEST FEES:**

**Division Protested Car Protester**

**Late Model \$200 \$400**

**Super Street \$150 \$350**

**Open Wheel \$150 \$350**

**Pure Stock & U-Cars \$100 \$300**

**If a protested car is found to be illegal, he forfeits his fee, and the protester is refunded his fee. If a protested car is found to be legal, he is refunded his fee, and the protester forfeits his fee. For example, a Late Model protest would go as follows: If the protested car is found to be illegal, he loses his \$200 fee (which the track retains), and the protester is refunded his \$400. If the protested car is found to be legal he is refunded his 200.00 and the protester loses his 400.00. The track will retain 50% and the balance will go to the protested car.**

### **Late Model**

#### **Body**

**1. See Ultimate Super / Steel Block Bandit rules for specifications.**

#### **Chassis/Suspension**

**1. See Ultimate Super / Steel Block Bandit rules for specifications.**

#### **Engine**

**1. Engine location: 26 3/4 inches from engine plate to center of left front ball joint.**

**2. Headers allowed. Exhaust exit must be safe for driver.**

**3. Dry sump oiling systems will be allowed with the addition of 50 lbs.**

**4. One four-barrel carburetor allowed.**

**Option 1 : sealed 604 or 602 GM crate engine, maximum 12 inch spoiler.**

**Option 2: sealed CT525 GM crate engine, maximum 8 inch spoiler. Weight of 2350 with 50lbs in front of engine plate.**

#### **Option 3:**

**1. Any aftermarket cast iron block allowed. Single stage external oil pump allowed.**

**2. 365 cubic inch Maximum.**

**3. Any flat top pistons allowed.**

**4. No titanium or other exotic material, crankshafts or connecting rods allowed. Steel rods**

and crankshafts are the only acceptable material. There must be an inspection hole, minimum 1-inch diameter, in the oil pan for rod & crank inspection. No inspection hole means that the Team concerned must be prepared to pull the oil pan to allow checking by the Inspector. Refusal to comply with all reasonable inspection requests will cause the car to be deemed illegal and disqualified.

5. Any 23 degree Steel or Aluminum head to include the Ford N Series. Aluminum Heads must have 50lbs in front of engine plate.

6. Rocker studs may be pinned or screw-in type with push rod guide plates. Shaft Rockers allowed Poly lock-nuts allowed. Valve Springs Optional. Roller rockers allowed.

7. Heads may be angle milled. Valve to piston angle cannot be changed more than 3 degrees from factory angle. (This applies to all make heads including the Ford N series.) Maximum valve sizes allowed: 2.08 in. intake, 1.625 in. exhaust. Porting and polishing of heads and intake are allowed. Titanium valves allowed.

8. Any steel head motor with:

1. Wet sump and flat tappet cam: 2250 lbs
2. Wet sump and roller cam: 2350 lbs
3. Dry sump and flat tappet cam: 2300 lbs
4. Dry sump and roller cam: 2400 lbs

#### Fuel System

1. See Ultimate Super / Steel Block Bandit rules for specifications.

#### Drive train

1. See Ultimate Super / Steel Block Bandit rules for specifications.

#### Weights

1. All weights are after race with driver and must be displayed on driver's b-pillar.
2. 602 2100lbs, 604 2200lbs, ct525 2350lbs
3. Any flat-tappet cam minimum weight 2300lbs.
4. Any roller minimum weight 2400lbs with Maximum 8 inch spoiler.

An additional 50lbs should be added for Dry sump oil systems.

50lbs must be in front of engine plate for Aluminum Heads.

Example #1 – Flat-tappet cam, Aluminum Heads, and Dry Sump = 2350lbs (With the 50lbs

**being mounted in front of engine plate.)**

**Example #2 – Roller cam, Aluminum heads, Dry Sump = 2400lbs (With the 50lbs being mounted in front of engine plate.)**

### **Wheels and Tires**

- 1. Track approved tires American Racer 44 48 56, Hoosier 1300 1350 1450 1600.**
- 2. Cut and/or sipe ok.**

### **Safety**

- 1. Cars must have driver side window net or metal racing seats with 5-point harness with headrest on both sides.**
- 2. No radios or mirrors allowed. Race Receivers Must Be Used.**

## **Crate Late Model**

### **Body**

- 1. See Steel Block Bandit or Carolina Clash or Fastrak Rules for specifications.**

### **Chassis/Suspension**

- 1. See Steel Block Bandit or Carolina Clash or Fastrak Rules for specifications.**

### **Engine**

- 1. Engine location: 26 3/4 inches from engine plate to center of left front ball joint.**
- 2. Headers allowed. Exhaust exit must be safe for driver.**
- 3. One four-barrel carburetor allowed.**
- 4. 604 sealed crate engine or 602 sealed crate engine.**
- 5. Working MSD RPM limiting ignition with 6800 RPM chip installed.**

### **Fuel System**

- 1. See Steel Block Bandit or Carolina Clash or Fastrak Rules for specifications.**

### **Drive train**

**1. See Steel Block Bandit or Carolina Clash or Fastrak Rules for specifications.**

### **Weights**

**1. All weights are after race with driver and must be displayed on driver's b-pillar.**

**2. 604 engines weight 2200 lbs with 12 inch maximum spoiler.**

**3. 602 engines weight 2100 lbs with 12 inch maximum spoiler.**

### **Wheels and Tires**

**1. Track tires, American Racer 12 48 56 and Hoosier 1200 1250 1300 1350 1600.**

**2. Cut and/or sipe ok.**

### **Safety**

**1. Cars must have driver side window net or metal racing seats with 5-point harness with headrest on both sides.**

**2. No radios or mirrors allowed. Race Receivers Must Be Used.**

## **Open Wheel Modified**

### **Body**

**1. See UMP or **DirtCar** rules for specifications **NO SPOILERS!!!****

**2. Interior will conform to UMP or DirtCar interior and decking dimensions.**

**3. No Spoilers on rear of car.**

### **Chassis**

**1. See UMP or DirtCar rules for specifications.**

**2. Chassis/frame will conform to UMP or DirtCar chassis, frame, and roll cage rules.**

**3. Brakes will conform to UMP or DirtCar brake rules.**

**4. Spring tethers are not required but highly recommended.**

**5. No shock claim rule.**

## **Drivetrain**

**1. See UMP or DirtCar rules for specifications.**

**2. Drive shaft not required to be steel.**

## **Engines**

### **Option # 1**

**A.) Any American made push-rod type engine will be permitted as long as the rear of the engine bell housing flange is mounted at least 72"-inches forward from the center of the rear axle. The engine offset must remain within two (2") inches of the center line from the cross member. The minimum engine height when measured from the ground to the center of the crankshaft is 11" inches. Other engines of the push-rod type that meet these criteria may be approved for competition.**

**B.) All engines used in competition must be able to be used in a conventional passenger car without alteration. Alteration of motor mounts will not be permitted. Alteration of the castings and/or fittings will not be permitted. Any machine work on the outside of the engine or machine work on the front or rear of the crankshaft will not be permitted.**

**C.) Aluminum blocks will not be permitted.**

**D.) Magnetos will not be permitted.**

**E.) Wet sump oil systems only.**

**F.) Alteration to the cooling system will be permitted. If alterations to the cooling system are made the stock-appearing hood line must be maintained.**

**G.) The battery must be securely mounted and shielded. The battery must not be mounted inside the driver's cockpit.**

**H.) The exhaust system(s) must be mounted with the exhaust directed away from the vehicle and/or away from the ground (preferably horizontal and outside the body of the car). A maximum of 1/2" inch clearance surrounding the header pipe when directed through the firewall on the driver's side.**

**I.) One two or four barrel carburetor is required.**

**J.) The engine must be a normally aspirated configuration.**

**K.) Fuel injection systems or electric fuel pumps will not be permitted.**

### **Option # 2**

- 1. Maximum allowable displacement is 365 cubic inches.**
- 2. No aluminum blocks allowed. Steel block only.**
- 3. Any American made engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the center line of rear axle. Engine offset must be kept within 2" of centerline of front cross member. Engine height minimum 11" from ground to front center of crankshaft pulley.**
- 4. No titanium or other exotic material, crankshafts or connecting rods allowed. Steel rods and crankshafts are the only acceptable material. There must be an inspection hole, minimum 1-inch diameter, in the oil pan for rod & crank inspection. No inspection hole means that the Team concerned must be prepared to pull the oil pan to allow checking by the Inspector. Refusal to comply with all reasonable inspection requests will cause the car to be deemed illegal and disqualified.**
- 5. Factory valve angle/cast iron heads only. Heads may be angle milled. Valve to piston angle cannot be changed more than 3 degrees from factory angle. No raised runner heads. Angle plug heads are allowed. Max Valve sizes allowed: 2.080" Intake 1.625" Exhaust.**
- 6. No porting or polishing of cylinder heads. Block and heads may be deburred to help oil flow only. Intake ports may be port matched 1/2" Max. Exhaust must remain as casted. Bowl blend 1.5" from bottom of seat.**
- 7. No external oil pumps allowed.**
- 8. Oil coolers allowed.**
- 9. No dry sump oil systems.**
- 10. Single carburetor only. Top may be milled only.**
- 11. Roller rockers allowed.**
- 12. Any flat tappet camshaft allowed. Roller cams allowed. Roller cams add 100 lbs.**
- 13. Rocker studs maybe pinned or screw-in type with push rod guide plates.**
- 14. Stud girdles allowed. Poly locks allowed.**
- 15. Aluminum Intake manifold allowed. May be port matched 1/2" max.**
- 16. Flat-top pistons only.**
- 17. No Magnetos**

## Weight

**Option 1 - Open motor Minimum weight 2400 lbs, with driver after race.**

**Option 2 – 365ci Engine Minimum weight 2300 lbs, with driver after race.**

**Option 3 – Crate Engine 604 Minimum weight 2300 lbs, with driver after race.**

**All weights/ballasts must be painted white with car number clearly displayed.**

**All cars must display weight on left front fender or pillar.**

## Fuel System

**1. Fuel may be gasoline or alcohol.**

**2. All cars must have fuel cells. 32 gallon max in completely enclosed steel container. All cells are to have a min, of two 2"xl/8" steel straps surrounding them. Fuel cell must be protected in rear of axle by securely mounted roll cage tubing. No part of fuel cell can be lower than protective tubing.**

**3. No electric fuel pumps. Any engine driven pump.**

## Tires/Wheels

**1. American Racer/Hoosier medium. Maximum 8 inch tire.**

**2. American Racer Soft or Medium. Hoosier Soft or Medium. Maximum of 8 inch tire.**

**3. Hoosier M30**

**4. Cut and/or sipe ok**

**5. Sanctioned Tire Rule will be followed for all sanctioned events. (SEDMS)**

## Safety

**1. No radios or mirrors allowed. Race Receivers Must Be Used.**

**2. All cars must have driver's side window net and metal racing seat with 5 point harness with head rest on both sides.**

## Super Street

### Body

- 1. Maximum body width 84", nose can be wide enough to cover front tires. Maximum height of any part is 54". Overhangs measured from center of wheel. Front overhang maximum 54". Rear overhang maximum 60" including spoiler.**
- 2. Firewalls and floor may be replaced but must be made of metal. Decking may cover area beside driver and extend to rear of car.**
- 3. Front and rear bumpers required, may not extend outside body. No sharp edges.**
- 4. Back of body must be closed in, to with a panel of no less than 8 inches. Panel must be securely attached at top and both sides allowing no air to escape.**
- 5. Rear spoiler allowed. Maximum width of 72". Spoiler and supports may be used.**
- 6. Body/nose does not have to match engine/ chassis used.**
- 7. No part of the body/car allowed to interfere will drivers vision.**
- 8. Body shall not drag ground.**

### Chassis/Suspension

- 1. 1960 or later rear wheel drive car frame/unibody. Stock frame may be replaced behind rear-end with tubing. Frame connectors allowed.**
- 2. Stock clip tube rear cars must use leaf spring rear suspension. Stock clip must extend from the firewall forward to the most forward suspension/steering component. Engine does not have to match clip used.**
- 3. Stock lower control arms must be used, but may be modified for stronger ball joints and or relocation of shocks.**
- 4. Suspension bushing may be aftermarket. No adding of non-stock components.**
- 5. Steering components may be changed in part or whole assemblies. Quick release hub recommended. Rack and pinion ok.**
- 6. Spindles may changed, aftermarket rotors ok. Brake calipers must be single piston units. Aftermarket pedal assembly and wide 5 hubs OK.**
- 7. Upper control arms and mounting may be changed.**

**8. Screw jacks allowed on all springs. Leaf springs may use shackles, lowering blocks, and/or sliders. Replacement coil springs must be 4.5-inch min outside diameter. Leaf springs may be composite.**

**9. Shock allowed in any position, no canister shocks, no coil overs. One shock per wheel max, 4 total.**

## **Engine**

**1. 365 ci max. cast iron V8 engine. Engine may be deburred for oil flow and prepped for racing. No dry sump or lightening allowed.**

**2. Engine externals are all open, ie pumps, hoses, pulleys, brackets, oil pan, etc. Radiator and headers may also be aftermarket.**

**3. Aluminum Intakes allowed. No porting or polishing of intake of any kind allowed. May be milled to fit, one gasket per side.**

**4. Flat tappet lifters only. Any valve spring, retainers and valves must be steel. Roller rockers, polylocks and screw in studs and guide plates allowed. No aftermarket shaft rockers allowed. Stud girdles are allowed.**

**5. Any steel crank and rod combination. Any dish or flattop pistons no dome.**

**6. Any production cast iron head except no bowtie or angle plug on Chevrolet. No porting or polishing of ports. Heads may be machined for installation of larger valves, springs, and screw in studs. 2.02 intake and 1.6 exhaust valves max.**

**7. Acceptable replacement heads, Enginequest part #350i and CH318a, and World Products part #4266, #4361, and #5303.**

**Aftermarket heads allowed are the GM SR TORKER #042660, Dart #10320010P, or World Products Sportsman II #011250, #4266, and #5303. Engine Quest CH3501, 318a, 5303. No alterations to aftermarket heads allowed. For Dart and World Products Heads must add 100lbs.**

**8. Engine must located with #1 spark plug in front of or lined up with corresponding ball joint.**

## **Fuel System**

**1. No electric fuel pumps allowed.**

**2. Fuel cell mandatory. Protected fuel lines and metal filters recommended.**

**3. Gasoline no alcohol.**

**4. Single carburetor. No spacers, a 1inch max adaptor only allowed for 2 bbl. No stacking of gaskets allowed.**

**5. Two-throttle return springs required.**

**6. Aftermarket pedal with toe hook recommended. Cable operated throttle strongly discouraged.**

#### **Drivetrain**

**1. Engine and transmission must match ie; GM-GM etc**

**2. Flywheel must be stock diameter and steel. Hydraulic release bearing allowed.**

**3. Stock diameter clutch components. Mini clutch allowed, must add 100lbs. Corrected weight displayed on LF near driver.**

**4. Must have working reverse. Add 50lbs for Bert Brinn, or Equal Transmission.**

**5. Automatic transmission allowed. Coolers and or lines must be safe for driver. Must use Safety Blanket.**

**6. Rear-end must be an all steel housing, any brand. GN or wide 5 ok. No quick changes.**

**7. Steel driveshaft painted white.**

**8. All Manual transmissions must use steel safety bell housing, with an inspection hole of at least 2 inches to inspect clutch assembly.**

**9. Bert, Brinn Transmission or equal allowed with 50lbs added weight to overall car.**

#### **Electrical System**

**1. Wiring, switches, and gauges open.**

**2. Starters open must mount in stock location. Ford type relays recommended for all.**

**3. Ignition system open except no magnetos or crank fire ignition.**

**4. Battery must be located and secured safe for driver.**

#### **Wheels And Tires**

**1. Track approved tires American Racer 44 48 56, Hoosier 1300 1350 1450 1600.**

**2. Cut and/or sipe ok.**

**3. Large wheel studs allowed**

**4. Any 10 inch max wide steel wheel allowed.**

### **Weight**

**1. Stock frame/chassis 2850lbs, stock rear suspension configuration. No added or subtracted parts except sway bar.**

**2. Stock clip tube rear, leaf sprung, 2850lbs.**

**3. Weight must be displayed on LF near driver.**

**4. Add 50lbs for Bert, Brinn, or equal Transmission. Aftermarket Dart, World Product heads listed in ( Engine section #7 ONLY ) add 100lbs.**

### **Safety**

**1. No radios or mirrors allowed. Must use Receivers.**

**3. All cars must have drivers side window net or metal racing seat with 5 point harness with head rest on both sides.**

### **Pure Stock**

### **Body**

**1. Any full or midsized American made car, 1960 or later. No trucks, vans, convertibles, t-tops, 4wd, or station wagons.**

**2. Front inner fenders may be removed. Front and rear outer wheel opening may be cut for tire clearance only. Trunk floors may be removed. Frames may be replaced with tubing behind rear axle for crash damage.**

**3. Fabricated stock appearing fender, doors, hood, and trunk allowed. Fenders and doors must curve or brake like stock.**

**4. Fabricated or fiberglass roof and bc-pillar / sail panel allowed. Fabricated roof, maximum 48" wide and maximum 48" long with a maximum rake front to rear of 1". Fabricated bc-pillar / sail panel, maximum 24" long with a maximum curve/arch of 2".**

**5. Boxed interiors allowed. Entire floor pan and firewalls must be in place. Any holes shall be covered with metal for driver safety.**

**6. A firewall must be added to separate driver from fuel cell/fuel tank.**

- 7. Roll cage and its bars may extend through front and rear firewalls. Frame connectors allowed. Nascar style door bars on drivers side mandatory.**
- 8. Racing seat, racing belts and a fire extinguisher mandatory.**
- 9. Back of body must be closed in with 12" panel or more. Panel must be securely attached at top and both sides allowing no air to escape.**
- 10. Rear spoiler allowed, maximum width of 66" and 5" tall. height will be measured from the decking or bottom of rear window opening. Three front supports allowed, maximum 1" material, no side spoilers.**
- 11. Windshield must be removed, must have three bars to protect driver. All other windows must be removed; rear quarter windows may be replaced with metal or plastic.**
- 12. Stock appearing aftermarket front and rear bumper covers allowed. NO dirt late model noses allowed. If rear cover is not used must have factory type rear bumper.**
- 13. All weight if added must be white with car number on them. Car weight must be displayed on left front fender.**

#### **Chassis/Suspension**

- 1. Chassis/suspension mountings must remain unmodified.**
- 2. Suspension components may be interchanged in manufacturers line but no modification allowed for their installation.**
- 3. Upper control arms may be replaced with aftermarket units, all other components must be stock and bolt into stock mounts. Aftermarket bushing and ball joints may be used as long as no modification is done for there use.**
- 4. Stock type shocks bolted in stock position must be used. No coil springs attached to shocks.**
- 5. Steering column may be changed in part or whole assemblies. Quick release hub recommended.**
- 6. Springs must attach in stock position. Aftermarket springs ok.**
- 7. No screw jacks or wedge bolts allowed. Shims, spring rubbers, and adjustable buckets allowed.**
- 8. Adjustable shackles and lowering blocks allowed.**

#### **Engine**

- 1. 365 ci max. cast iron V8 engine. Must be factory production steel block over boring allowed. Engine may be deburred for oil flow. No dry sump or lightening allowed.**
- 2. Engine internals may be balanced, but no stroking or destroking. Stock crankshaft and rods. May run replacement assemblies, no lightweights.**
- 3. Engine externals are all-open, i.e. pumps, hoses, pulleys, brackets, oil pan, etc. Radiator and headers may also be aftermarket.**
- 4. Cast Iron Intake or #2101 Aluminum Intake only. No porting or polishing of intake of any kind allowed. May be milled to fit, one gasket per side. Must add 25lbs for Aluminum #2101 intake.**
- 5. Stock replacement flat tappet hydraulic lifters only, must be able to compress lifter after race without removal of any internal parts. Stock diameter valve springs, retainers and valves, must be steel. Roller rockers, polylocks, screw in studs and guide plates allowed. No stud girdles or aftermarket shaft rockers allowed.**
- 6. Pistons must be oem type, 4 valve relief.**
- 7. Factory production cast iron head, no Bowtie, Vortec, or angle plug on GM. Acceptable replacement heads, Enginequest part # 350i and CH318a, World Product part # 4361 and 5303. 1.94 maximum intake valve. No porting or polishing of any kind. Stock valve size, ie 1.94 intake 1.5 exhaust max on SBC."**
- 8. #1 spark plug 1.25 inches in front of corresponding ball joint. No notching of frame for clearance.**
- 9. Sealed GM 602 crate engine allowed in all cars**

#### **Fuel System**

- 1. No electric fuel pumps allowed.**
- 2. Fuel cell recommended. If stock tank used must be protector from rear with bars and be secured with a minimum of two 1 inch straps. Protected fuel lines and metal filters recommended.**
- 3. Gasoline no alcohol.**
- 4. Single 2bbl carburetor, factory stock or Holley #4412. No HP series carbs. Choke parts may be removed but not choke horn. A 1.00 inch adapter allowed on Bowtie/ marine intake and Crate engine. A 1.500 spacer allowed on other intakes. Measurement will include encased gaskets.**
- 5. Two throttle return springs required.**

**6. Aftermarket pedal with toe hook recommended. Cable operated throttle strongly discouraged.**

### **Drivetrain**

**1. Engine and transmission must match i.e.; GM-GM etc**

**2. Flywheel and clutch must be stock diameter, no lightening. No aluminum.**

**3. Steel scatter shield bell housing must be used except automatic transmission must run safety blanket. A minimum 2 inch hole must be in bell housing for inspection of clutch.**

**4. Transmission must have working reverse.**

**5. Automatic transmission allowed. Coolers and or lines must be safe for driver. Must use Safety Blanket.**

**6. Differential may be locked. Rear disc brakes and floater type rear-end allowed for safety.**

**7. Steel driveshaft painted white, with safety loop installed for safety.**

**8. Hydraulic release bearing and pedal ok. No aftermarket brake adjusters allowed. One master cylinder for brakes.**

**9. Single piston steel calipers.**

### **Electrical System**

**1. Wiring, switches, and gauges open.**

**2. Starters open must mount in stock location. Ford type relays recommended for all.**

**3. Stock type ignition, i.e. no msd ignition boxes.**

**4. Battery may be relocated but must be securely mounted, separated from driver and located inside body.**

### **Wheel And Tires**

**1. 8 inch wide tires, any DOT or OWM tires allowed.**

**2. Cut and/or sipe ok, no treating of tires at track.**

**2. Large wheel studs allowed**

**3. Any steel wheel allowed.**

### **Weight**

**1. 3200lbs after race**

**2. Aftermarket/fabricated front fenders, rear quarters, and/or roof. Add 50 lbs**

**3. Late model/modified style flat decking. Add 50 lbs**

**4. Slab and/or oversized body sides. Add 50 lbs**

**5. Must add 25lbs for Aluminum #2101 intake.**

**6. Weight must be displayed on LF near driver .**

### **Safety**

**1. No radios or mirrors allowed. Must use Receivers.**

**2. All cars must have driver's side window net.**

## **U-Cars**

### **Front wheel drive pure stock**

**1. Any driver from late model or open wheel modified are not allowed to compete in this class.**

**2. 4-cylinder or v6 front wheel drive.**

**3. Any manufactured car is eligible.**

**4. No convertibles, trucks or buses allowed. No 4 wheel drive vehicles allowed.**

**5. 4-point roll cage minimum. Nascar style door bars highly recommended.**

**6. All glass must be removed before entering racetrack. Windshield opening must have bars covering opening, screen optional.**

**7. Seat with seatbelt and shoulder harness required.( Racing seats and harnesses strongly encouraged.)**

**8. Stock floor pans, firewalls, trunk, etc. must be retained. Fuel tank or fuel cell may be mounted in trunk provided trunk is closed off from the driver. Must be securely supported by a minimum of two 2X1/8inch steel straps.**

**9. Doors must be welded, bolted or chained.**

**10. No modifications to steering or suspension parts. Suspension parts must remain stock.**

**11. Stock passenger-type, DOT approved tires only. No shaving or grooving of tires. Max wheel width of 7 inches may be aftermarket.**

**12. Engines must be strictly stock for make and model of car, and must retain original mounting position.**

**13. No turbos. Supercharged engines must run stock pulleys and stock sized exhaust, others open.**

**14. Automatic or manual transmissions allowed. Transmission, clutch, and pressure plate must remain stock. No locked differentials must be able to spin one tire while other is stationary.**

**15. All drivers must wear an approved helmet and racing suit.**

**16. Stock intake manifolds, exhaust manifolds and carburetors/injection systems only. Air cleaner may be aftermarket but be contained under hood.**

**17. Fire extinguisher, Minimum one lb. required in reach of driver mounted in all cars. Must have gauge showing full charge.**

**18. No two-way communication or listening devices allowed in cars.**

**19. To avoid delays, all cars should be race-ready upon arrival at speedway.**

**20. Safety net mandatory in driver's window.**

**21. No rear spoilers factory or otherwise allowed.**

**22. All external lighting must be removed resulting holes may be covered.**

**23. Interior and trunk trim must be removed. No hulling allowed.**

**24. Any replacement parts must be stock appearing.**

**25. A single bar may be added across front to protect the radiator. It must be completely covered by the bumper cover.**

**26. No radios or mirrors allowed. Must use Receivers.**

### **Bell & Bell**

**Our goal is simple; to provide an opportunity for car owners to enjoy the thrills of racing without the pressure to win, though we do encourage maximum participation in every race. We race for entertainment and winning is not our final solution to having a great time. Bell & Bell wants you to be able to enjoy racing your car without the pressures to win.**

#### **General Safety Rules**

**NOTE: B&BVMRS acknowledges that every situation can not be anticipated, and hereby reserves the right to make certain, necessary, and prudent on-site judgments.**

- 1. Eligible models: 1948 and earlier American made vehicles. The Open division will receive additional latitude with regard to body eligibility. Pinto, Vega, Gremlin, and other modified-appearing bodies (at the discretion of BBVMRS® officials) will also be allowed. It is highly discouraged from building a car.**
- 2. All interior/exterior trim, chrome, lights, glass must be removed. Windshields are optional, and can be replaced by plexiglass. Safety bars/wire-mesh must be installed in the case of windshield removal.**
- 3. Driver's side window net, optional but highly recommended.**
- 4. Steel firewall must exist between driver's compartment and fuel cell. Openings in engine firewall must be kept to a minimum.**
- 5. Fuel cell mandatory, size of cell optional.**
- 6. Fuel supply line may route through cockpit, but must be conduit enclosed.**
- 7. Fire extinguisher must be mounted in cockpit, and must be within driver's reach.**
- 8. Five point safety harness, securely mounted to roll cage, mandatory.**
- 10. Racing style aluminum or fiberglass seat, securely mounted to roll cage, mandatory.**
- 11. Steering wheel quick-release hub optional.**
- 12. Flame retardant suit, gloves, shoes, and full coverage racing helmet mandatory; SA-92, SA-2000, SA-2005 accepted.**
- 13. Six-point roll cage, 1.25" minimum ID tubing mandatory. No drive-shafts, exhaust tubing, or galvanized material shall be utilized in cage's construction. Cage must contain 4**

bars in driver's side door and 2 bars on passenger's side. Roll cage must be fabricated in a workman-like manner and padding and gussets are recommended in all critical areas. Cage may extend into the engine bay, and incorporate/facilitate front suspension components.

14. All doors must be welded, bolted, or strapped closed.
15. Bumpers may be fabricated, but must not have any sharp or protruding edges. Towing-hitch points for front bumper highly recommended.
16. Nerf bars optional, but highly recommended.
17. One radiator mounted in front of engine.
18. Electric fuel pump allowed, but must include inertia switch.
19. Battery shut-off switch, accessible from outside of cockpit, mandatory.
20. Window-openings may be enlarged for driver entry.
21. Drive shaft must be painted white and all cars must have drive shaft safety loop.
22. Battery mounted in driver's compartment must be enclosed.
23. Complete floorboard in driver's compartment.
24. Hood and trunk lids must be secured by pins and, or, shock cords.
25. Rear-view mirrors recommended, and may include side convex mirrors.

#### **Suspension/Drive Train Open Modified**

1. Chassis/body may be interchanged among mfg. Lines. Fabricated chassis allowed.
2. One-piece straight axle or independent front suspension allowed.
3. Leaf spring and coil-over shock or a combination of both are allowed as suspension components.
4. Rear suspension may incorporate leaf, coil, and coil-over-shock systems. Mult-link components will not be permitted.
5. Shackles, sliders, lowering blocks and jack bolts are legal.
6. Drum, and disc brakes are legal. Cockpit-located brake bias and shut-off valve allowed.

- 7. Tires and wheels optional.**
- 8. Shocks optional.**
- 9. Steering optional.**
- 10. Rear axle assembly optional, with the exception of any independent axle assemblies. Rear assembly can be locked/welded.**
- 11. Any manual or automatic OE type transmission. Bert, Brinn, Falcon, or any other racing transmissions are not eligible.**
- 12. Transmission shifter(s) optional.**
- 13. Internal-driver-activated weight transfer mechanism(s) will not be allowed.**
- 14. Forward gears may be altered, and removed, but all cars must have working reverse gear.**
- 15. Scatter-shield or explosion proof bell housing recommended but not mandatory.**

#### **Engine Open Modified**

- 1. As the philosophy of Bell & Bell VMDRS is fun/enjoyment based. Engine “extravagance” and technical protesting is not anticipated, at this time. However, as general engine guidelines, for the open class:**
- 2. V-8, V-6, Inline-6 and Inline-4 cylinder American manufactured cast-iron engines are all allowed in the open modified division. No aluminum blocks accept flathead V8. However, there may be exceptions for guest appearances only in the open class, contact us for approval prior to race.**
- 3. Engines shall be normally aspirated, although in special circumstances, officials may allow an exception (fuel injection) to participate in a one-off situation. Carburetor type and quantity are both optional. Carburetor adapters and spacers are allowed. Intake manifold optional, including aluminum units. Two throttle return springs mandatory.**
- 4. No dry-sump oil systems.**
- 5. No Aluminum after-market or angle-plug cylinder heads.**
- 6. No magneto ignition. Point, HEI, or aftermarket electronic ignition systems allowed.**
- 7. Engine must have starter and working reverse gear in transmission.**
- 8. Alternator, power steering pump allowed.**

**9. Headers optional.**

**10. Manual fuel pump, pump gas mandatory. Electric fuel pump allowed, but must include inertia switch.**

**11. Oil pan size optional. Oil pump pick-up may be modified, windage trays allowed.**

**12. Stock stroke, and stock-appearing crankshafts only. No lightening or altering of crankshaft. Bore may be .060 over plus .010 wear tolerance.**

**13. Connecting rods/pistons/rings optional.**

**14. OEM style clutch system only. Hydraulic-assisted clutch unit allowed.**

**15. Camshaft/lifters/rocker arms optional. No roller cam system.**

**16. Valve cover(s) may be modified to allow for crank-case breathing.**

#### **Suspension 6 -Cylinder Modified**

**1. Chassis/bodies may be interchanged along manufacturer's lines.**

**2. No fabricated chassis. OE chassis only.**

**3. Straight front or independent axle.**

**4. Leaf, coil, or coil-over shocks suspension are all legal on front and rear axle. No multi-link suspension systems.**

**5. Lowering blocks, screw jacks, sliders, and shackles are allowed.**

**6. Rear axle is optional with the exception on any independent-type axle assembly.**

**7. Brakes optional.**

**8. No driver-activated weight altering devices.**

**9. Steering optional.**

**10. Tires and wheels optional.**

**11. Any OE type manual or automatic transmission. Gears may be altered and removed, but all cars must have working reverse gear. Bert, Brinn, Falcon, or any racing type transmission are not eligible. Shifter(s) optional.**

**12. OE style clutch, pressure plate, flywheel. No mini-clutch system. Hydraulic assist units are legal.**

**13. All cars must have on-board starter.**

**Engine: 6-Cylinder Modified**

**As the philosophy of Bell & Bell Vintage Modified Racing Series is fun and enjoyment based.**

**Engine 'extravagance' and technical protests are not anticipated at this time. However, as a basic framework, The Following rules will be invoked.**

**1. Any in-line American manufactured 6 cylinder engine. Engines may be interchanged among body and chassis manufacturers.**

**2. Stock stroke only. Cylinder bore will be limited to a total tolerance of .070.**

**3. OEM style crankshaft, no lightening or altering allowed.**

**4. Connecting rods optional.**

**5. Flat-top pistons only, rings optional.**

**6. Camshaft, lifters, rocker arms optional.**

**7. Intake and exhaust manifolds optional.**

**8. Normal aspiration only, Carburetor(s) optional.**

**9. HEI, OEM electronic or point-type, ignition systems allowed. No magneto systems.**

**10. No dry sump oil system.**

**11. Oil pan optional, and oil pump pick-up may be modified.**

**12. Alternator and power steering pump allowed.**

**13. Valve cover may be modified for crankcase ventilation.**

**14. Air cleaner optional.**