

Tomah-Sparta Speedway 2021 Rules and Regulations

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Tomah-Sparta Speedway

2021 GENERAL RULES & SPECIFICATIONS

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OR SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The race director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

PROMOTIONAL RELEASE

Any competitor who wishes to compete, consents to the use of his name, pictures of himself and his car for publicity, advertising and endorsements both before and after the events, and relinquishes any rights to photos taken in connection with events, and consents to the publication or sale of such photos as the Raceway so desires.

A WALK THROUGH A NIGHT AT THE RACES

1. It is best to register your car the week before you intend to compete, although you may register the day you plan to race. Registrations are required each season. Go to the Pit Registration Office (building at the entrance of the pits). Tell the person on hand that you are ready to begin racing. Fill out the forms she or he gives you. (Remember-minors will need a special form) and he or she will assist you in selecting a number for the car (it's best to call the office for car number availability in advance).
2. On the night you are ready to race, come to the pit entrance building and register for the night if you have not already registered. Prior to every program it is necessary to secure a "Pit Pass" for pit entry. You must read and sign the "waiver and release". You may take a copy of the waiver and release form with you to read at any time. Proceed to the area of the pits and if you have not pre-arranged a designated parking space, please contact one of the pit officials. They should be able to show and tell you where to park, or find the correct person who can help you. Pit parking assignments take place at the orientation meeting (Late March / Early April), and after that, they are filled on first-come, first served basis.
3. Locate one of the Tomah-Sparta Speedway Technical Staff to inspect your car, or he will tell you when and where Inspections are to be held. Your car must be approved prior to competing in any events (including Time Trials).
4. Locate the race line-up board. It is on the back of the Tech building. It is from this board that the line-ups and order of races are posted.
5. Now...It's time to Hot Lap. Provided you have made arrangements with the Tech Staff, get in your car, get ready to race - belts, helmet, shoes, and uniform in place - proceed to the track entrance. In most cases, a staff member will be here to check you and tell you when to proceed to the track. Hot Lap Sessions rotate by division, and are announced

over the pit public address. It is currently the procedure to pull to the inside groove of the track and take several slow laps familiarizing yourself with the track. When you feel ready, and green light and flag are shown, speed-up and move into the upper grooves.

*****NOTE: AT ALL TIMES WHILE ON THE TRACK - BE AWARE OF WHAT IS GOING ON AROUND YOU - WATCH THE FLAGMAN, THE CONTROL SIGNALS, AND THE TRAFFIC.** When your session is complete, the flagman will wave the checkered flag.

6. After hot laps, return to your pit and wait for your division to be called for Time Trials (For Some Race meets Time Trials are eliminated). It is your responsibility to go when your division is called - **YOU WILL NOT BE CALLED INDIVIDUALLY.** Know when it is your turn to qualify, as a different "car number" is drawn to start each week's session. Cars qualify in order by car number. No warm up laps will be given to those that arrive late before qualifying.
7. Time Trials - Proceed to the back stretch of quarter mile (or designated staging area). When the official gives you the signal, pull out on the track and proceed around ready to get the green as you cross the Start Line. Make one complete lap (You are on the clock) and watch the flagman as you end your first lap - If checkered is displayed, proceed back to the pits. Watch the Flagman. Have your scanner on and Listen to the officials. The top five are held in the turn four staging area until the completion of qualifying.
8. The races are lined up according to time or points average so now watch the line up board for your number in a race for your division. While the race before yours is beginning, you should be in your car and lining up in the Staging Area (located behind Tech building), in order shown on the board. When examining the board look at who is ahead of you, next to you, and behind you so you know where to line up at. Proceed on to the track when the staging staff gives the signal and realign yourself as you pull up to the start line. A note: We will never hold or delay a race while you are getting ready; get staged in plenty of time and have all your gear in place before entering the track surface. If for some reason you would like to or need to start at the back of your race, please tell an official.
9. **THE BIG MOMENT...**One thing we can't tell you is how to race so do your best but remember the following items. Watch the flagman...Know what the flags mean...if your division requires a scanner, be sure it is on and working....be alert and be aware...and **GOOD LUCK!** Have Respect for the track, your competitors' cars, and others' property.
10. Payout...When the races are over, if you have won any money, it can be collected at the designated pay-off window. The pit stewards will announce when payout is ready.
11. Thank you for choosing to race at Tomah-Sparta Speedway. Read the rulebook, know and respect all the rules, have fun, and if you don't know...PLEASE ASK!

GENERAL RULES

This general rule section applies to each and every racer, mechanic and/or pit personnel. Some items, obviously, do not apply to each class - you can easily determine which rules do not apply to you. You are expected to know the rules; ignorance will not be tolerated as an excuse.

GENERAL RULE STATEMENT

“THE RULES AND/OR REGULATIONS SET FORTH HEREIN ARE DESIGNED TO PROVIDE FOR THE ORDERLY CONDUCT OF RACING EVENTS, AND TO ESTABLISH MINIMUM ACCEPTABLE REQUIREMENTS FOR SUCH EVENTS. THESE RULES SHALL GOVERN THE CONDITION OF ALL TOMAH-SPARTA SPEEDWAY EVENTS,

AND, BY PARTICIPATING IN THESE EVENTS, TOMAH- SPARTA SPEEDWAY RACERS, MECHANICS AND/OR PIT PERSONNEL ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.”

CONDUCT

1. Any fighting or reckless driving in the Pit area may subject the offender to suspension depending upon the seriousness of the incident and the decision of the Management. Any continuing problems from the same individual may result in permanent suspension. A fine of no less than \$100.00 may be assessed to the participants of any fight. Tomah-Sparta Speedway may dictate fines and/or penalties for this offense.
2. We demand courteous conduct from all participants at all times. We do not tolerate profanity or obscene gestures in front of race fans, Officials, or Management. Profane signs on your car, sex signs, etc. are taboo; Swastikas or Nazi symbols on your car or clothes, or unusual dress or hair styles. We expect you to look like a professional and act like one! Be clean, uniformed and look respectable.
3. Penalties and fines for violation of the conduct, race, procedure, and general rules may be implemented per Tomah-Sparta Speedway to all participants (Tomah-Sparta Speedway members and non-members) at the discretion of the officials.
4. The possession, consumption or distribution of ANY alcoholic beverage or recreational/controlled substances at any time while in the restricted areas is strictly prohibited.
5. Officials will use the Tomah-Sparta Speedway procedure on ALL participants as it relates to alleged use, distribution or possession of drugs, narcotics or alcohol. By entering the restricted area, all participants agree to accept this policy and procedure Penalties are determined by the Tomah-Sparta Speedway officials.
6. At anytime the display of any type of weapon or threat of bodily harm, may result in permanent suspension for the entire racing crew and may result in arrest of all parties involved.
7. When in the Pit Area, maintain a constant watch for your own protection. Drivers: Speeding through the Pit area is dangerous to everyone, and will not be tolerated!
8. For any race team, including but not limited to: driver, crew member, spectator, or relative that is associated with a race team - that suggests, makes threats thereof, and/or participates in any litigation against the Tomah-Sparta Speedway et al, will forfeit the privilege of participating or attending any events at the Tomah-Sparta Speedway for a time specified by the raceway management.
9. Social Media is a product used to promote the track and racing. Any driver or team that uses our social media or personnel social media to ‘bash’ or trash talk the track, may be subject to a \$20 compounding fine before being allowed to enter a race event.

BENEFITS AND INSURANCES

1. Participants legally entering the pits and/or restricted areas are covered by insurance for specific limits. When involved in an accident involving an injury, advise the racing Officials in charge so the necessary insurance forms can be handled properly. NO

CLAIMS WILL BE CONSIDERED UNLESS REPORTED PRIOR TO LEAVING THE RACEWAY PROPERTY THAT DAY / NIGHT / EVENT.

2. For All participants: Any insurance claim filed on any injury sustained on Raceway property must be filed through your insurance carrier first.
3. Posted on the Pit Office wall is a certificate of benefits which covers everyone signed into the Pits. Call us or discuss any aspect of the insurance at any time. You and your crew members are covered with as broad benefits as the racers in the major racing associations in the U.S. If any question or problem comes up about benefits, contact the Raceway Management.
4. When involved in an accident involving an injury to you, advise the racing officials immediately so the necessary reporting will be accomplished. Contact the safety crew and give him a full report before you leave the Raceway. If physically unable, your crew must be responsible for this report.
5. Ambulance transportation fees are NOT covered by Raceway insurance.

LIABILITY INSURANCE

Our liability insurance insures the racetrack, the car owner and Sponsors. (Certificates are available for review by sponsors. Policy reviews and/or additional insured's can be arranged at prevailing cost.)

GENERAL INFORMATION

Every driver must inspect the racing surface and the racetrack to learn of any defects, obstructions, or anything which, in his opinion, is unsafe and they shall report that condition in writing to the Raceway Management. Any driver entering any racing event is considered to have inspected the track and all conditions are satisfactory to him/her...if not, DO NOT RACE. The participant further indicates that they are aware that auto racing involves risks and assumes the risks with full awareness and knowledge.

1. The Raceway assumes no responsibility for damage to or loss of your equipment, vehicle, tow vehicle, or any parts by any means whatsoever.
2. Passing "tech" does not imply your car is free of defects. You are personally responsible to be sure that your car is safe and race ready.
3. MINORS: See us well in advance so we may prepare the necessary minors' releases for your parents' or guardian's signature. Don't wait till race day!! (10 yrs. thru 17 yrs. for pit entry)
4. Benefit and insurance questions must be presented in a timely manner.
5. We recommend you familiarize yourself with available benefits and insist that you understand the waiver and releases.
6. No children age 9 and under are allowed in the pits or track at any time. Parent and guardian must sign for all persons under 18 years old. Every one of all ages is welcome to the pit area following the racing events to visit the drivers, see the race cars up close, and get autographs.

PERSONAL SAFETY EQUIPMENT

1. Each Competitor is solely responsible for the effectiveness of personal safety equipment used during an Event. TRACK OFFICIALS, OR THE PROMOTER ARE NOT RESPONSIBLE FOR THE EFFECTIVENESS OF ANY PERSONAL SAFETY EQUIPMENT.

2. Each Competitor is expected to investigate and educate himself/herself fully with respect to the availability and effectiveness of personal safety equipment available.
3. All entrants are recommended to have in their garage or pit area, if any, as part of their equipment, at all times, a fully charged minimum 10 pound dry chemical or its equivalent fire extinguisher with a visible, operating pressure gauge.
4. Helmets: Drivers are required to wear at all times on the race track a helmet, with a performance rating no less than SA 1995 or SA 2000 Standard Snell Sticker.
5. Drivers are required to wear eye protection for all divisions.
6. Drivers in all divisions are required to wear flame retardant gloves at all times.
7. Seat belts must be used and engaged for all events, and at any time vehicle is on racing surface.
8. No person will be permitted to ride on the outside of any car or ON any trailer or hauler at any time.
9. Nomex driving suits required for any division competing weekly. Nomex shoes are required for all Late Model drivers. At minimum, all other drivers shall use leather or other flame retardant shoes. Nomex driving suits are recommended for all other divisions. At minimum, flame retardant clothing required for all other drivers.

PRACTICE & TRACK RENTAL

FOR ALL PRACTICE AND TRACK RENTALS, EVERYONE ENTERING PIT AREA MUST SIGN WAIVER AND RELEASE OF LIABILITY. Anyone who is sub-leasing the track for testing, practicing, and/or any other activity, is the party who is responsible for everyone entering the restricted area to have signed the waiver and release. The waiver and release must be signed by everyone inside the restricted area prior to any car entering the racing surface or restricted areas. Failure to do so may subject your race team to monetary fine, and/or loss of future sub-lease (track rental) opportunities.

1. WEDNESDAY PRACTICE

- A. Held every Wednesday, starting the third Wednesday in April, and ending in September. Open practice sessions start at 5:00 p.m. and run until 7:00 p.m. Cars are to line up in the staging area to await their rotation. Each car is allowed a maximum of 8 laps per rotation. Cars may re-enter the line as many times as time permits.
- B. Other scheduling may preempt practice days.

2. TRACK RENTALS

- A. The track is available for exclusive use at other times. Call track office first for availability and reservation.
- B. Rental times are Half Day: 10 a.m. until 1:15 p.m. or 1:15 p.m until 4:30 p.m., or full day 10 a.m. until 4:30 p.m., M-F.
- C. There are no evening or Sunday rental periods. **MUST CALL TO RESERVE TRACK TIME** and to check availability.
- D. Rental fee is **PER CAR**. Contact Raceway for a rental fee pricing. Discounts may apply for multiple teams on the same rental date. Teams that do not compete weekly are assessed a 30% Track Maintenance Surcharge.
- E. A \$25.00 “clean-up” may be charged if area is not returned in like manner.
- F. Multiple cars may be allowed during a track rental session. **ONLY** one car on the track at a time, at **ALL TIMES**.

NOTICE

Before entering the pit area, unloading a car or any other activity, all drivers and participants must complete rental forms and waiver / release forms at track office. Driver is responsible for any associated persons with his team for signing the waiver & release of liability. Failure to do so will end session, forfeit all money paid and be subject to a cash fine.

GENERAL POLICY

1. ANY DISAGREEMENT OVER TECHNICAL QUESTIONS OR OPERATIONS WILL BE RESOLVED BY THE RACING OFFICIALS AND MANAGEMENT. WHEN THEIR DECISION IS RENDERED, SUCH DECISION IS FINAL AND BINDING.
2. The Raceway Management and Officials will establish the length, frequency and administration of all events and programs and when their decisions are rendered, that is FINAL AND BINDING. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Raceway Management.
3. The Management and Officials will determine all finishing positions and their decision is final!
4. Any complaints, disputes, questions or problems must be directed to the Raceway Management immediately following the event for their action.
5. It is the duty of all drivers, car owners and mechanics to bring to the attention of the Officials any unsafe equipment or practices, or any rule infraction of any car or driver.
6. Continuous developments in racing may necessitate changes that we cannot anticipate at the time rules are formulated. Hence, we may, if necessary, update, modify and add to, or delete rules. The "Except in Rare Instances" (E.I.R.I.) rule is always applicable. E.I.R.I. is in effect at all times.
7. Shoes, shirts and pants are required on all personnel at all times in the pit area.
8. You must be 16 years old to participate as a driver in any weekly or organized division competing at this raceway, 15 year old drivers are allowed to compete with raceway approval. Touring series drivers restrictions are subject to individual series' rules.
9. Every racer is expected to participate in every event in which is possible for him/her to run. When a racer refuses to participate because of his disagreement with the length, type, or style of the race he is subject to suspension for a period determined by the Management.
10. Any car involved in a serious accident, may be impounded by the raceway or by the sanctioning body.
11. ALL CARS MUST BE NEAT APPEARING WITH A GOOD PAINT JOB. A number of at least 20 inches or more in height and 18 inches in width must appear on both doors of the car in contrasting color. Cars must display rooftop numbers of 24 inches high readable from the right side. No metallic or foil numbers are allowed. Driver's last name and number must be lettered in white on top center of windshield. Be sure your car looks great from a distance as well as up close so fans and scorers can easily identify your car on the track.
12. For all divisions, two tow-cables or hooks must be located on front and rear of cars.
13. This rule book does not address all aspects of a race car in detail. Any variance or interpretation to the rules is the Techman's discretion - not yours, thus any part, altered part, item, equipment not specified or approved by Tech Officials, will be declared illegal.

RACETRACK OPERATING PROCEDURES

1. The only people allowed on the racetrack and outside the infield pit guard rail are Racing Officials and Raceway Management. Everyone must stay away at all times unless requested to assist for some special reason. Drivers may seek a place of safety in the infield following disablement...when crashed, stay in your car. **DO NOT** get out and inspect the damages on the track. **NEVER EXAMINE YOUR CAR WHILE THE CARS ARE RACING ON THE TRACK!!** Pit crews, car owners, and personnel related to any car are not allowed on the track following an accident or injury.
2. Do not enter the racing surface without express authorization. Official will O.K. your entry at the track entrance(s) and signal for you to proceed (i.e. cross-over to pits and exit).
3. The track may not be used for practice at any time other than designated in these rules.
4. Any competing vehicle whose speed has been reduced to a point where it causes a safety problem or slows track activity may be removed from the racing surface at the discretion of the Officials. Watch for black flag or listen to scanner.
5. Our racing program is based on the availability of enough vehicles qualified. If this number is not available, alternate scheduling or programming will be used. Racing events will be "lined up" in various ways to accomplish the best racing program.
6. A driver may change cars (with approval of tech officials) prior to start of race. (Start of race is the field accepting the "one to go" (until green flag) signal by the flagman). Driver must start at rear of field. Any variations of this rule must be approved by the Director of Competition and/or Management.
7. A driver may re-qualify an additional car. However, doing so disqualifies the first car and the qualifying time.
8. No driver may get out of his car on the track or infield to argue or discuss the race with the Starter or Officials. If this rule is violated, the driver may be disqualified for the event or suspended according to the decision of the Officials.
9. Any event is completed when over one-half of the scheduled length (laps OR time) has been run by the leader or terminated by the Officials for safety reasons.
10. Any participant who refuses to allow Tech Officials to inspect their car will be subject to the following: First refusal - loss of points and money for night. Second refusal - loss of points for year, loss of money for night, one race event suspension, third refusal - loss of money and all points earned, suspension for remainder of year, and a \$100 fine (ineligible to compete until paid).
11. Confiscation rule in effect for ALL divisions. Any team refusing to relinquish a confiscated part will be immediately suspended from all raceway operations for a period set forth by the raceway.
12. A division may be lined up from qualifying. Any team that turns two or more (consecutive) laps during competition that are "faster" than their qualifying time is subject to a one lap penalty.
13. At no time is any team member or driver allowed to stand **ON** the racetrack.
14. A race team will forfeit two times the number of earned points and fined two times the amount of purse won per violation - for any race team, whose registered driver has been replaced before or during a race event, by any other driver, without informing the proper officials of the driver change. Fines must be paid before car and drivers may compete again.

15. A car left on Raceway property without approval for more than 48 hours will be considered abandoned and be removed at owner's cost.
16. Race teams are required to help dry racetrack in inclement weather. Failure to do so may result in loss of starting positions or race team may not be permitted to participate in the race event itself.
17. Absolutely No "for sale" signs allowed on cars while on the racetrack.

PAY-OUT PROCEDURES

1. All points shall be earned by the starting driver. All payments will be made to the starting driver, unless prior arrangements have been made in writing.
2. Payout will be made only for events actually COMPLETED. Never will any event be paid when it was not run.
3. When a program is shortened by rain or some unforeseeable or fortuitous event, yet is considered complete and no rain checks issued, payoff will be made for events completed. In this event, a lengthened feature may be run at the next practical time.
4. All race results will be announced before payout. All winnings will be paid at the designated pay-out window **DRIVER MUST BE A TOMAH-SPARTA SPEEDWAY MEMBER TO EARN POINTS AND CLAIM PURSE WINNINGS.**
5. A driver has a maximum of two weeks following event held to pick-up payoff. Money not picked up will be forfeited.

TEAM RESPONSIBILITIES

Anytime the conduct of any team member or driver is a discredit to the Tomah-Sparta Speedway, the racing industry, or to himself, he or she may be removed from all racing activity at the Tomah-Sparta Speedway. The driver is responsible for all the people associated with his car and/or signed in with the car (this includes the grandstands).

TRACK POLICY

The Tomah-Sparta Speedway is private property. Any person on this property without the permission of Tomah-Sparta Speedway is guilty of trespass and subject to the penalties prescribed by law. Through your registration or association, you have been given the authority and the right to be on this property in conjunction with racing activities. However, the Administration of Tomah-Sparta Speedway reserves the right to revoke and cancel this authority at any time that it is felt that your presence or conduct is not in the best interests of the sport of auto racing, your fellow competitors, the fans, the management and the employees of the raceway.

MODIFIED RULES

12/15/2020

Cars must be 5 years pre-raced

ROLL CAGES

1. Main cage must consist of continuous hoops, minimum of 1.666 O.D. tubing, with a minimum wall thickness of .095, must be frame mounted in at least 6 places. A low carbon or mild steel tubing is recommended. Other materials are subject to approval by Tomah-Sparta Speedway. No pipe or square tubing allowed. No brazing or soldering allowed.
2. Must consist of a configuration of front, rear and top hoops connected by tubing on sides or side hoops. Driver's head must not protrude above cage with helmet on and strapped in drivers seat. Roll cages must be securely supported and braced. Foot protection bar is required. A safety vent bar is mandatory on every car. It must run from top door bar to A pillar bar. A door plate is also mandatory on every car. Door plate must be minimum 18 gauge steel, must be attached to the outside of the door bars and must go from top door bar to bottom door bar. Door plate must also run from back of driver's seat to at least five inches in front of driver's seat. Door plate can be welded or bolted to the outside of the door bars.
3. Door bars must be a minimum O.D. of 1.500 inches and a wall thickness of at least .095, a fourth door bar is highly recommended. Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into or out of the vehicle. Side bars must be welded to the front and rear of the roll cage members and must be attached to the frame in at least 4 places. No brazing or soldering allowed.
4. Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed.
5. Bumpers must be used both front and rear. Front bumper 44" maximum width, using two parallel bars spaced no less than five (5) inches apart and a maximum of eight (8) inches apart; both bars must be completely even with each other. There may not be any square edges; all corners must be round. Front surface may be flat, NO excessive metal. Pipe must be of at least 1 1/4-inch metal and must be able to support a lift by the wrecker. No body part can extend past front bumper. Front nose piece can be plastic but no lexan.
6. Rear bumpers and bars must not extend beyond width of rear tires.
7. Rear bumpers may be constructed of pipe or flat stock, but must not have any sharp edges. No excessive metal.
8. Side rub rails must be securely fastened, consisting of one or two (if desired) parallel bars. If two bars are used, they must be connected and all corners must be rounded. No sharp edges. No excessive metal.
9. Rear bumper tubing must make a complete loop back to the frame. Bumper may be cut off a maximum of two (2) inches outside the frame rails.

BODIES

1. Any modified body or used late model body with no rear tails engine side must remain open. May utilize a flat half-windshield, with no wings, mounted to the roll cage. Must have a minimum of three (3) windshield bars in front of driver.
2. Firewall and floorboard are mandatory. Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass. No plastic body parts allowed except for nosepiece, door runner and quarter panel runner. Body must be the same width front to rear, and parallel to the frame.
3. Original roof line/rake must be maintained (see body diagram in Modified section of rule book). Full size roof only, may be made from fiberglass, steel or aluminum. Must have front windshield and rear window support posts. **NO SAIL PANELS OR ROOF WINGS.** May use a 5 inch spoiler on the rear of the deck. No other spoilers, wings or ground effects are allowed anywhere outside or inside the car. Minimum side window openings is 12 inches measured at the lowest point at the top of the window, whether roof or roll cage, to highest point at bottom of window, whether interior or body.
4. Engine compartment will remain open (no side panels). No panel in front of right door to engine compartment, no inner panels. Hood sides may have no more than a 4 inch drop. Hood must be enclosed at the rear, maximum hood scoop height is 6 inches. Door panels can be a maximum of 30 inches from top to bottom including plastic runner at bottom of door. Front doors must stop in a vertical line at or behind engine block. Rear of body must have a solid panels the width of the body and extending straight down. Panel must be a minimum of 8 inches high and include car number; it is recommended you paint it a bright color.
5. Driver- and passenger-side windows must have at least 12-inch vertical opening.
6. No car covers or covers on suspension parts. Boot covers will be allowed on shock rods only.
7. Must have full-length floor pan under driver (20-gauge minimum thickness steel or .125 aluminum).
8. Must have minimum 2" clearance of body around circumference of all tires when car is sitting static at ride height with driver in seat.
9. Front roof post can be maximum 8" at bottom to 4" on top.
10. No full bodied cars (radiator must be behind the front crossmember).

CHASSIS/WHEELBASE

1. Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point no further than 36 inches from center of rear-end housing. No front clips or tube-type allowed.
2. Frames may not be widened or narrowed and must be able to support roll cage on both sides. Must be full and complete both sides. Front cross member must remain intact where joined at the frame rails; center of cross member may be notched for radiator and/or steering clearance only. Frame may be notched for tie rod clearance. Top of frame may be notched for A-frame clearance. Minimum frame and body height from ground is four (4) inches (exception is front cross member).
3. No Jeep, Bronco, etc. or four-wheel-drive frames allowed. No sports car frames allowed. No front-wheel-drive allowed.

4. No raising, altering or twisting of frame rails is allowed. No moving of lower front suspension mounts/holes. No intermingling of frame pieces. Minimum 4" ride height.
5. Minimum weight 2600 lbs
6. Maximum weight 2800 lbs

SUSPENSION

1. Front suspension. Any production spindle (may be modified) Any steering box allow no rack and pinion steering.
2. Rear of frame may be altered to accept leaf or coil springs. Steel springs only. No torsion bars allowed in rear.
3. No, hydraulic, ratchet or electric weight jacks anywhere in or on car. No air shocks or air bags allowed.
4. One shock per wheel only, maximum \$140.00 per shock, non-rebuildable
5. Minimum wheelbase 107 inches maximum 116 inches (no tolerance) both sides. Maximum overall width (front or rear) shall not exceed 65 ½ track width..
6. Steel wedge tubes with steel heim joints are allowed.
7. Three link suspension rule: Birdcages must be locked or welded to housing, unable to move. Bottom links must be 14 inches minimum length, two inch maximum length difference between left- and right sidebars. Bar angle must be visually parallel side-to-side with a five degree tolerance up and down. Bars must be mounted off the center of axle tube at the six o'clock position under axle tube, same distance down from the bottom of the axle tube. Solid arms only, no biscuits or springs. Arms and heim joints must be steel. J-Bar, panhard bar are allowed, minimum of 19 inches long, measured straight line center-to-center, and must be solid. Coil springs must be steel. Shocks and coil springs must be mounted in the same position side-to-side, springs mounted on top of axle. Coils must be 4.5 inch minimum outside diameter. Top link may have 2.5 inch outside diameter rubber or polyurethane bushing, may be up to 2.5 inches wide, must be round, bushing must be on front or back of solid link. Solid arms with two heim joints are allowed. Top link including heim joints must be steel. Top link can be no more than 6 inches off center of rear end housing right to left. No floating brake brackets or lift bars allowed. No independent RR suspension.
8. Leaf spring rule: Steel multi leaf springs allowed, welded mounts to housing, same amount of leafs side to side. Solid bar 3rd link on leaf spring cars. One shock per wheel, no other shocks. No other suspension parts allowed including coil springs, floating leafs, half leafs, mono leafs, or top springs. Aluminum lowering blocks and adjustable rear shackles allowed.
9. Shock rule: Shocks must be steel non-adjustable. No remote or external canister type shocks allowed. Shocks must be one piece steel body. No multi-piece bodies or bulb tops allowed. May have removable bushing on shaft end of body. Bearing holder/eyelet must be fixed to body. No Schrader or bladder style valves allowed. May have aluminum heim joint on shaft end. Aluminum shock extensions are allowed. No rebuildable, maximum \$110.00 per shock.

TIRES AND WHEELS

1. Tomah-Sparta Speedway approved tires only (Hoosier D8000 in 2021). 10 new tires only (all tires will be registered with stamped # and bar code). Unlimited number of used

tires. No softening or treating of tires is allowed. Siping, grinding and grooving are allowed.

2. Steel wheels only: maximum 8-inch wheels. No modifications allowed on wheels. Wheel spacer and/or adapter from the rotor to the rim cannot exceed 1-inch total thickness and may be aluminum.
3. All new tires must be registered by driver and given to track for the records. Both white label(barcode) and stamped date code # in tire must match.
4. Beginning of the year or first race for car and driver tires must be used or new and registered. Tire card to be made up.

DRIVE TRAIN, STARTERS, TRANSMISSIONS, BRAKES AND EXHAUST

1. Transmissions
 - a. OEM automatic transmission. All transmissions must have an operating forward, neutral, park and reverse. All transmissions must be able to stop and idle in gear. A functioning shifter must work and be in stock location. Lock-up type converters allowed. Direct drive to powerglides ok.
 - b. OEM Manual 3 or 4 speed transmission, stock type, minimum 7 1/4" clutch direct drives
 - c. Inter-marriage of transmissions is allowed (example: Ford or Chrysler engines may use Chevrolet transmission).
 - d. All transmissions must have an approved scatter shield, which must be constructed of 1/8-inch steel by 4 inches, 270 degrees around flexplate and torque converter. Four inch aftermarket SFI approved shield recommended. Aftermarket replacement bell housings are allowed and an additional scatter shield is not required if aftermarket bellhousing is used. Flywheel/flexplate/ring gear must be full center flywheel. No spoked, cut or altered flywheels allowed. No light weight flywheels allowed.
 - e. Transmission coolers are allowed but cooler and connecting lines must be shielded from driver.
 - f. Driveshaft hoop is required and must be constructed of at least 1/4-inch by 2 inch steel and must be mounted no closer than 5" nor further than 9" back from the center of the front U-joint. Driveshaft must be a minimum of 2 inch diameter, steel and painted white, and must be conventional slip yoke design.
2. Starters
 - a. All vehicles must have the capability of starting without being pushed or pulled.
 - b. Starter must remain in stock location.
 - c. Reverse mount starter bellhousing will be allowed.
3. Rear ends
 - a. Any passenger car or truck rear end may be used.
 - b. Quick-change devices allowed. No cambered rear ends allowed. No wide 5. No light weight components. Minimum 10" ring & pinion quick change.
 - c. No limited slip devices allowed. Must be a steel solid locking spool only.
 - d. All drain and inspection plugs must be safety wired. \$50 fine for oiling up the track.
4. Brakes & Exhaust
 - a. Brakes must be operated on all four (4) wheels and must lock up all four wheels during inspection.

- b. Exhaust system must be mounted in such a way as to direct spent gases away from cockpit of vehicle and away from areas of possible fuel spillage.
- c. Aftermarket headers allowed. No tri-y, no 180 degrees

ENGINE

1. Maximum displacement 362cid (Chrysler products 368cid).
2. Engine protest \$100 to tech contestants only cash within 15 min of end of race (head(1)and intake)
3. Engine must have inspection hole assembly no drilled cranks, no knifing of journals, MSD billet distributor with 6 AL box and rev chip is allowed.

Tech staff reserves the right to impound motors for inspection or dyno testing.

ENGINE BLOCK

1. No aluminum blocks
2. A minimum of zero deck height required.

ENGINE PISTONS / RODS

1. Any combo 10.8 max
2. Magnetic steel connecting rods only. Rod journal minimum diameter 1.900"
3. No light weight components

OIL PANS/OIL SYSTEMS

A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.

CRANKSHAFT

Production type steel crankshaft with normal configuration counter weights required. NO GUN DRILLED CRANKS WILL BE ALLOWED, NO ULTRA-LIGHT WEIGHT

CYLINDER HEADS

1. Stock or stock replacement aftermarket cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
2. Vortec heads are allowed.
3. Maximum of two valves per cylinder.
4. Valve spring retainers are the only titanium parts allowed.
5. 1.6 roller rockers max ratio. Full roller rockers allowed.

INTAKE MANIFOLD

Single 4 bbl or 2bbl subject to change

CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS

No roller cams flat tappet only. Max lift .600. No firing order changes

COMPRESSION

1. Maximum 10.8 to one compression ratio.
2. No titanium engine parts allowed.
3. Main cap girdle not allowed. Crank scraper not allowed. Pan scraper is allowed.

ASPIRATION & FUEL:

1. Carburetor - Holley 4412 500cfm 2 barrel will be used on "open" engines. No grinding or polishing of any kind allowed. Adjustable, changeable air bleeds allowed. No milling or grinding of throttle shaft allowed, shaft must stay round. Choke and air horn may be removed; this is the only re-working allowed on gasoline carburetors, all measurements must remain stock. No other changes allowed, all measurements must remain stock. No belt driven or electric fuel pumps allowed. Must have mechanical type fuel pump mounted in OEM stock location. Replacement high-volume fuel pumps allowed but must be mechanical type.. Addition of foreign material to the carburetor is not allowed for any reason. Examples include but are not limited to glue, epoxy, silicone, etc. Linkage may be welded to the end of throttle shaft.
2. Adapter Plate - Maximum thickness between carburetor and intake manifold with gaskets and adapter will be one and quarter (1-1/4) inches.
3. The promoter or tech has the right to claim a carburetor from any car finishing the feature race in the top four (4) or lead lap positions for \$500.
4. Promoter claim is cash only.

CONCEPT CRATE MOTOR PROGRAM

Approved CCMP models are:

GM 602 CCMP motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 (with no modifications) with. One .065 paper gasket allowed. Weight may be adjusted for fair competition. The CCMP will use the Holley 4 bbl. 650 cfm carburetor with GM Stock 15.5lbs. flywheel and 1.625" headers. Maximum cost of headers is not to exceed \$250.00. No stepped, 180 degree or Tri-Y headers. **MSD Soft Touch Rev Control Part #018-8728 with a maximum 6400 chip required. Box must be mounted out of reach of driver.**

Base Weight: 100lbs weight deduction.

All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season.

Tech staff reserves the right to impound motors for inspection or dyno testing.

Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season.

No refreshing, buy new instead. Repairs allowed with prior management approval.

5.3 LS Engine program will continue to be an experimental program for 2021. We will continue to work with the engine that was used in 2019. No others will be approved.

FUEL & FUEL CELL

1. Racing fuel cells required and must be mounted by at least two steel straps that are at least 1/8" thick and two inches wide around cell. Fuel cells must be enclosed in metal container and must also be protected in rear of rectal by roll cage tubing securely mounted. No piston type fuel pumps allowed, must be stock diaphragm type.
2. No part of fuel cell should be lower than protective tubing. Protected tubing should be no wider than 6 inches on both sides of fuel cell.
3. Fuel cell size: 32-gallon maximum. Fuel capacity: max. of 16 gallons recommended.
4. No nitrous oxide or 100% alcohol allowed

ALUMINUM

1. No aluminum or exotic metal wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shafts, or weight jacks. Any other aluminum or exotic metal parts other than the ones listed under 2 are not allowed.
2. Aluminum parts allowed are leaf spring spacer blocks and shackles, and radiator. Pumps, pulleys and brackets in engine compartment are allowed.
3. Aluminum drive plates and dust caps may be used on Grand National rear ends only.

POST RACE TECH INSPECTION PROCEDURES:

1. Top (3) finishers in feature race must scale and be at or above minimum weight for the engine size. Winner scales after heat race.
2. All top cars will have a general inspection conducted by tech officials.
3. By use of a random draw procedure, the first place driver will select the position number (1 thru 5) of the car that will have a more detailed inspection conducted.
4. Track officials reserve the right to conduct a tech inspection on any car at any time.
5. The detailed inspection may include but not limited to the following (track official option): Compression test, cubic inch displacement test, carburetor, intake, heads & valve train inspection, transmission & torque converter inspection, rear end differential inspection, crank & rod inspection.

ALL RULES ARE SUBJECT TO CHANGE THROUGHOUT THE YEAR IN THE INTEREST OF COMPETITION.

END OF MODIFIEDS RULE SECTION

SPORTSMAN RULES

12/15/2020

1) **1 WHEEL BASES AND ELIGIBLE MODELS**

- a. Any 1960 or newer American-made non-convertible passenger car with wheelbase over 108-inches (Ford and Chrysler over 104-inches).
- b. Wheelbase must be within 1-inch of stock.

2) **BODY AND APPEARANCE** Wheelbase must be within 1" of stock. Maximum tread width of 63 ½" for 108" wheelbase cars. In 2018 all cars will meet the 63 ½" track width. The referee is the measuring tool.

- a. All cars must remain stock appearing with complete fenders, quarter panels, doors, roof, hood and trunk lid. **NO ABC Components, Sportsman Style body only.**
- b. Stock steel roof with A, B, & C posts required. Fivestar fiberglass metric Monte Carlo roof allowed in stock location with stock configurations, no cutting of posts. Min roof height 49" @ 10" from top edge of windshield.
- c. Front wheel drive and truck body styles must be pre-approved by management (Lumina-Taurus-Avenger, etc).
- d. Stock steel or professionally built aluminum bodies required.
- e. Bodies cannot be shortened, chopped or channeled, light moldings and stock appearing metal grill required. All doors must be welded shut.
- f. Stock hood with reinforcements removed or fiberglass hood required. Hood latch must be removed.
- g. No multi-plane spoilers. Maximum spoiler length 5". Maximum spoiler width 60". Spoiler must be centered on rear tail section. No wings or skirts allowed.
- h. No air scoops or holes in hood allowed. Filler panels painted with reflective colors required.
- i. Front and rear bumpers must appear stock. Bumper ends must be capped or connect to body. Sunroofs must be closed in with Lexan or Metal.
- j. Body must be within 2" from outside of tires.
- k. Bodies not conforming to above rules may be subject to a substantial weight penalty.
- l. Rooflines must have stock appearance.(chopped roofs may result in additional weight penalty)
- m. No dishing, panning or altering of rear deck, fenders, quarter fenders etc...Rear deck must remain flat at all times.
- n. Maximum rear deck height will be 36 ½". Measured at center of spoiler base on tail section.
- o. AR Bodies: Street Stock bodies must meet all AR templates.

3) **WINDSHIELDS AND GLASS**

- a. Stock or Lexan windshields required, all other windows (if used) must be of Lexan.
- b. Side windows not allowed.

4) **ENGINE LOCATION**

- a. Chevy engines must be located so that the furthest forward spark plug is in line with or ahead of the upper ball joint's centerline. In 2018 engine setback may be measured from spindle centerline. All other engines allowed a 2-inch set back. Minimum crankshaft centerline height 10.5" (front and back). Maximum offset (right-left) 3".

5) **ORIGIN**

- a. Engine must be of same manufacturer as chassis and body.

6) **ENGINE DISPLACEMENT**

- a. Maximum displacement 362cid (Chrysler products 368cid).

7) **ENGINE BLOCK**

- a. No aluminum blocks
- b. A minimum of zero deck height required.

8) **ENGINE PISTONS / RODS**

- a. Flat top pistons required.

- b. Magnetic steel connecting rods only. Rod journal minimum diameter 1.900"
- 9) **OIL PANS/OIL SYSTEMS**
 - a. A 3/4"NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of pan and above sump area (oil level). Hole in windage tray in line with inspection hole required.
- 10) **CRANKSHAFT**
 - a. Production type steel crankshaft with normal configuration counter weights required.
- 11) **CYLINDER HEADS**
 - a. Stock or stock replacement cast iron unaltered heads (no porting, polishing, acid dipping, or gasket matching allowed) required. No aluminum heads allowed.
 - b. The only stock replacement heads allowed are World Products SR 1052 #4266B and #4267B. All other heads must have Great Northern Sportsman approval.
 - c. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required.
 - d. Maximum of two valves per cylinder.
 - e. **No Bowtie, Vortec or 18-degree heads allowed on GM products.**
 - f. Valve spring retainers are the only titanium parts allowed.
- 12) **INTAKE MANIFOLD**
 - a. Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required.
 - b. **Edelbrock Performer #2101 or Edelbrock Performer RPM #7101 allowed with no penalty.**
 - c. No grinding, polishing or altering allowed.
 - d. No Bow-Tie manifolds.
 - e. Internal heat riser crossover must remain in place.
- 13) **CAMSHAFT / VALVE LIFTERS AND ROCKER ARMS**
 - a. Hydraulic cam/lifters only. **Must pass leak test of minimum of one hundred thousandths.**
 - b. Maximum lift at valve: GM-.490 inch, Ford/Mopar-.520 inch. Measured at the push rod.
 - c. Roller tip rocker arms allowed, but must retain original pivot type (ball & socket).
 - d. No solid lifter or roller cams allowed.
- 14) **COMPRESSION**
 - a. Maximum 10.8 to one compression ratio.
- 15) **EXHAUST**
 - a. Center dump and log style manifolds allowed.
 - b. Max exhaust manifold inside diameter 2-inches.
 - c. No cast iron header style exhaust manifolds allowed.
 - d. **Economy headers allowed.**
 - e. Maximum diameter 2 1/2" before collector and/or muffler, 4 1/2" maximum diameter behind muffler.
 - f. Exhaust must exit beneath car and behind driver, pointing downward. Effective mufflers required. Exhaust out the door may result in additional weight penalty.
- 16) **CARBURETOR**
 - a. Stock unaltered 500 CFM Stock Holley 4412 2 bbl. or 1.375" Rochester allowed on all cars.
 - b. No alterations except removal of choke "Butterfly" allowed.
 - c. Double return springs required.
 - d. Carburetor Rework Guidelines:
 - A. Body of Carbs:
 - 1. No polishing, grinding, or drilling of holes allowed.
 - 2. Gasket surfaces may be machined for improved sealing.
 - B. The choke may be removed, but all screw holes must be permanently sealed.
 - C. Choke horn may not be removed.
 - D. Boosters may not be changed. Height, size, and shape must remain standard and unaltered.

- E. Venturi area must not be altered in any manner. Casting ring must not be removed.
 - F. Base plate must not be altered in shape or size.
 - G. Butterflies: Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts, but screw heads must remain standard.
 - e. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner.
 - f. Any attempt to pull outside air other than straight down through the venturi is not permitted.
 - g. Jets may be changed. No dial-a-jet devices.
 - h. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.
- 17) **CARB SPACERS, GASKETS, MOUNTING**
- a. Carb Adaptor: 1.5" max thick w/gaskets. Bore diameter must be straight full thickness of spacer (not tapered, angled beveled, grooved or bowled). Original orientation required. No part of adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only. **All cars will be required to meet this rule, regardless of hometrack rules.**
- 18) **AIR INTAKE**
- a. Air cleaner required to act as flame arrestor. No air induction boxes, **x-stream top plate** or ram air units.
- 19) **FUEL SYSTEMS**
- a. OEM type, mechanical fuel pump, in original location, required.
 - b. Steel fuel lines located outside driver's compartment required.
 - c. Remote fuel filter allowed.

CCMP
CONCEPT CRATE MOTOR PROGRAM

Approved CCMP models are:

GM 602 CCMP motor will be allowed one Holley 4 bbl 650 cfm carburetor #80541-1 (with no modifications) with. One .065 paper gasket allowed. Weight may be adjusted for fair competition. The CCMP will use the Holley 4 bbl. 650 cfm carburetor with GM Stock 15.5lbs. flywheel and 1.625" headers. Maximum cost of headers is not to exceed \$250.00. No stepped, 180 degree or Tri-Y headers. **MSD Soft Touch Rev Control Part #018-8728 with a maximum 6400 chip required. Box must be mounted out of reach of driver.**

Base Weight: 3,000 pounds.

All crate engines may not be altered from factory specs. Any evidence of tampering with engine components will result in disqualification, confiscation, fine, and suspension for balance of season.

Tech staff reserves the right to impound motors for inspection or dyno testing. Factory Seals may be removed for tech purposes, those engines will not be required to be recertified, allowing for more in-depth technical inspection throughout the season.

No refreshing, buy new instead. Repairs allowed with prior management approval.

- 20) **ELECTRICAL**
- a. Stock type (HEI) ignition components only. Any coil permitted. Firing order may not be altered. No MSD boxes, dual-point distributors computer controlled or crank fired ignitions not allowed. Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12 volt system.
 - b. Rev chip may rule may be added for 2021 for **all** motors.
- 21) **COOLING SYSTEM**
- a. Any metal radiator that does not alter the exterior appearance of car allowed. Fan protection (20 gauge minimum thickness) required. Overflow tank located under hood required.
 - b. **NO ANTI - FREEZE ALLOWED AT ANYTIME.**

- 22) **CLUTCH, PRESSURE PLATE AND FLYWHEEL**
- Manual transmissions must utilize stock all steel type pressure plate and steel or cast iron flywheel (min 15.5 lbs.). Clutch disc must be minimum of 10" diameter with stock full fiber disc.
- 23) **TRANSMISSION / TRANSAXLE**
- Stock automatic transmission with operating 11-inch minimum diameter torque converter.
 - Torque converter post-race inspection will occasionally be required.
 - Option 1; install drain plug in torque converter.
 - Option 2; remove torque converter for detailed inspection.
 - All forward and reverse gears must operate.
 - Transmission overflow bottle required. No rubber transmission lines.
 - Transmission cooler not allowed in driver compartment.
 - A manual stock OEM transmission will be permitted.
 - All gears must be operable.
 - No 5-speed transmissions.
 - No straight cut gears or gun-drilled main shafts, no lightening of gears on main shaft.
- 24) **DIFFERENTIAL**
- Rear end must be stock for that make car.
 - Ford 9" allowed, unlocked or locked by welding or spool only.
 - If using 9" ford rear-end, upper control arm mounts on frame may be raised max. 1".
 - Disc brakes allowed on floater rear ends only.
 - All cars will be allowed to use a floater type rear end and disc brakes without penalty.
- 25) **DRIVELINE**
- Minimum diameter 2.5" steel driveshaft required.
 - Driveshaft must be painted a bright reflective color.
 - Safety hoop required on front half of driveshaft. Driver must be protected from driveshaft entering into driving compartment.
- 26) **BRAKES AND PEDAL ASSEMBLY**
- Stock brake units only.
 - Four-wheel brakes required at all times.
 - Master cylinder and pedals must remain in stock location.
 - No "made for racing" components allowed.
 - Mechanical (Hub mounted) wheel fans will be allowed on front brakes. No electric fans or blower devices will be allowed.
 - Drilled rotors not allowed (except stock replacement).
 - One brake proportioning valve allowed.
 - Rear drum brakes allowed.
 - Brakes may be ducted with tubing from front valance pointed at calipers.
- 27) **FRAMES AND UNIBODY**
- GM chassis must retain original wheelbase. Ford/Chrysler may use GM Metric frame.
 - 2 Complete stock steel frame or unit-body must be retained to a point 6" behind center of rear axle. Replacement with square tubing allowed rear of that point.
 - Front stub and rest of frame must match.
 - Steel firewall and floorpan required.
 - Passenger side interior can be tinned over from top of driveshaft tunnel to passenger side door bars.
 - Minimum frame height 4.75".
- 28) **MID SIZE GM METRIC CHASSIS**-Lower right A-frame may be 1" longer than stock. Coleman steel hubs or full size GM spindles allowed. Steering center link modifications (to improve bump-steer) allowed. Any stock production rear end allowed, provided that lower control arm/shock mount locations remain in the stock position for the metric chassis. Rear end may not exceed 58 inches in width from axle flange to axle flange. Aftermarket or S-10 axle required on right side of metric rear ends.

29) **ROLL BARS / CAGE**

- a. Driver assumes responsibility for roll bar installation and workmanship.
- b. Roll bars must be padded for protection of driver. Recommended is high-density roll bar padding.
- c. All cars must have a well constructed, properly welded and gusseted 4 or 6 point roll cage made of minimum 1.75" .090 wall tubing or equivalent.
- d. Roll cage must have four uprights properly welded to frame.
- e. Right side of roll cage may not be located inboard more than right rails of front and rear stubs.
- f. Main roll hoop must be behind driver and be reinforced with a full x-bar configuration. Cage must be reinforced from left to right with bars under the dash, along floorboards, and behind driver in main roll hoop.
- g. At least two bars must extend from main roll cage rearward to frame kick-up or beyond. A minimum of four equally spaced horizontal bars required in driver's door, three in passenger side door.
- h. Door bars must be connected with a minimum of two equally spaced vertical studs. Two angular bars must connect bottom door bar to frame rail.
- i. All welds in cage and door structure must be gusseted.
- j. Driver's foot protection bar required. Left side door bar deflector plates of at least .125" steel required.
- k. Front hoop must connect to front roll cage uprights.
- l. Uni-body roll cage construction contact competition director for guidelines.

30) **SUSPENSION**

- a. Any stock appearing steel spring that fits in original mount in original position allowed. One conventional single coil spring rubber per spring allowed. Minimum dimension 5"x8 1/2". No trick or progressive rate springs.
- b. One steel non-adjustable, non-rebuildable shock, with a welded bearing with a maximum MSRP \$85, per wheel. No heim joint shocks allowed. Rebuildable shocks not allowed in 2019.
- c. QA1 51 Series shocks twin tube rebuildable allowed- add 100 lbs. QA1 26 Series shocks mono tube rebuildable allowed- add 100 lbs. AFCO 2400 Series shocks allowed- add 100 lbs.
- d. Screw Jacks, spring adjusters, adjustable spring spacer units where shock mounts through spring (front), screw type (wedge bolt) where shock mounts outside spring (rear) allowed.
- e. Spring buckets may protrude through floor pan.
- f. All other components must remain stock and in stock location, except where otherwise stated.
- g. Lower A-frames may have bushings replaced with steel insert type.
- h. Rear Control link rubber bushings may be replaced with **approved** non-metallic **unaltered** stock replacement parts.
- i. Tubular upper A-frames allowed, may relocate upper frame mount.
- j. No monoball, heim joints or clevis' permitted on suspension components.
- k. Aftermarket one-piece hollow sway bar allowed. No spline type sway bars. Frame mounted sway bar adjusters allowed. Maximum diameter 1 1/4".
- l. 1" shock extenders in front and 2" in rear allowed.
- m. No lift bars, rear sway bar or traction devices.
- n. Non-adjustable rear control arms with stock dimensions and **approved unaltered** stock style bushings allowed.
- o. No bump stops/rubbers, compression/rebound limiting or coil bind/ coil spring devices allowed. No travel limiting devices such as chains, bolts, straps etc...

31) **SPINDLES AND HUB**

- a. Stock unaltered spindles, hubs, and steering components required.
- b. Coleman steel hubs allowed.
- c. No lowered spindles.

- d. Heim joints allowed on outer tie rod ends.
- 32) **STEERING**
- a. Fabricated steering column must incorporate 2 U-joints.
- 33) **GROUND CLEARANCE**
- a. Minimum ground clearance 4.75" with driver in car, at any point including spoilers, scoops, and mufflers, except front crossmember, which is 2.75".
- 34) **WHEELS**
- a. Minimum wheel weight of 19.0 lb. - IMCA "sticker" legal.
 - b. Acceptable only are steel wheels with a maximum inside width of 8" measured bead to bead.
 - c. Black wheels MUST BE painted white, silver or yellow on complete backside.
 - d. Bleeder valves are not allowed.
- 35) **TIRES**
- a. Only approved tire by Tomah-Sparta Speedway are allowed for competition. (Hoosier D800 in 2020)
 - b. No devices or material for disseminating softening materials or compounds changing composition or character of tire allowed any time. Failure to comply will result in disqualification, loss of season to date points and suspension.
 - c. Undocumented, unauthorized or unmarked tires will result in immediate disqualification, loss of all points and purse earned.
- 36) **WEIGHT**
- a. ***ALL WEIGHTS INCLUDE DRIVER***
 - b. Minimum total weight is 3100 lbs.
 - c. 52% front axle, and 42% right side.
 - d. All weights must be properly anchored to frame rail outside driver's compartment. Weights must not be lower than bottom of frame rail.
 - e. Ballast must be painted white and lettered with car number.
 - f. Management reserves the right to alter, change or adjust weight limits at their option and add additional weight to non-conforming cars.
 - g. Edelbrock Performer #2101 or Edelbrock Performer RPM #7101 allowed with no penalty
 - h. All weight measurements, including minimums, will be made with the driver sitting in the driver's seat, with steering wheel in place, hands on steering wheel and helmet on driver's head.
 - i. All "added" weight must be mounted to FRAME.
 - j. Minimum weight units - 5 lb.
 - k. All ballast weight will be painted white and numbered to car. \$25 fine for each piece that fails to comply.
 - l. Any loss of weight from any car for any reason, will result in a cash fine.
 - m. Ballast weight must meet 10" ground clearance behind rear axle.
 - n. Weight determined by the official Host Speedway scales only.
- 37) **FUEL REQUIREMENTS**
- a. Fuel cells must be separated from the driver's compartment by a full, complete metal firewall.
 - b. Fuel cells must be securely mounted between the frame rails and behind the rear end. Fuel cell must be adequately protected from behind and below by a triangularly braced fuel tank guard. Minimum of two (2) 1 1/2" x 1/8" straps under and over fuel cell.
 - c. Cell must be protected with 1/8" steel plates on rear, left and right sides.
 - d. "Vent tube" must exit out the rear of the car.
 - e. Fuel tank must be minimum spec. tank of an outside 18 gauge steel canister, liner of plastic, or suitable rubber, sponge baffles, and boltable filler plate assembly with operable check valves.
 - f. Maximum capacity of fuel tank: 22 gallon.
 - g. 10" minimum on all GNSS cars from the ground.

- h. No electric fuel pumps.
- i. Regularly available pump gas or Racing Gasoline only as a fuel, no fuel additives allowed. no-E85 fuel allowed- fuel must meet properties of track pump fuel.
- j. Fuel samples may taken at anytime and tested (digitron, specific gravity, germaine drop testing, water testing,and any other testing methods deemed necessary) Alcohol,nitro methane nitro, propane, nitrous oxide, other oxygenating agents, other additives and/ or fuels that contain masking agents or oxygen are not permitted. USE OF SUCH SUBSTANCE OR ADDITIVE WILL RESULT IN IMMEDIATE DISQUALIFICATION.

Competition Tire rule:

- 1. A race team may register only 1 new tire per race event.

Penalties:

- 1. 2 new tires- competitor can qualify no better than 13. Must start at the rear of the heat. May transfer from the heat to the feature.
- 2. 3 or 4 new tires- Can qualify no better than 13. Must start at the rear of Heat and Last Chance race. Can only qualify for feature from the Last Chance race. Start at rear of feature if qualified for transfer position.

38) All weights subject to additional penalties.

	GNSS	LaCrosse	Elko	Grundy/Illiana	WIR
Base Weight	3100	3100	3050	3050	3100
602 crate	deduct 100	deduct 100	deduct 100	deduct 100	deduct 100
QA1 51,					
QA126	Add 100	Add 100	Add 100	Add 100	Add 100
Afco 2400	Add 100	Add 100	Add 100	Add 100	Add 100

39) Mid-American Stock Cars Series:

- 1. Cars will be eligible to compete in 2021.
- 2. Mid-Am cars must use Tomah-Sparta Speedway tire,
- 3. Holley 4412 carburetor
- 4. Weigh 3100 lbs.

END OF SPORTSMAN RULE SECTION

HOBBY STOCK RULES

Updated: 3-23-21

CAR ELIGIBILITY: Any 1960 to 1996, American-made passenger car allowed. Minimum wheelbase of 108-inches (104-inches for Ford and Chrysler), no convertibles, T-tops, sports cars, pony cars or special manufactured cars allowed without prior approval. Unitized body cars required to cross brace driver's area and have sandwich plates at roll cage mounting points.

FRONT WHEEL DRIVE ELIGIBILITY: Front wheel drive cars produced before 1996 with V-6 EFI engines and minimum 104-inch wheelbase allowed. Full unit-body structures, including trunk floor, required. OEM electronic fuel injection system required. Fuel Cell required. Headers allowed. Minimum weight 2900 pounds. All other rules apply.

FRAME/ROLL CAGE: Frame must unaltered from front to back. Roll cage must have four uprights located in the furthest forward corners of the driver's compartment and directly behind the driver's seat. Roll cage width must be symmetrical and not narrower than frame rails. Roll cage must be constructed of 1 3/4" .090 wall tubing or equivalent. No pipe fittings, galvanized pipe, or exhaust tubing allowed. Roll cage must be welded to the frame or the sandwich plates if unitized body. Rear main roll cage uprights must be reinforced with two bars welded to the rear frame kick-up. These bars must mount to top of frame kick-up ahead of rear axle. Two additional bars can run from these roll cage support bars back to a point on the frame at least 16 inches from the rear bumper mount. These bars may not be located within 24 inches of the main roll cage halo bar. Roll cage must include an 'X' or diagonal brace behind driver. Three bars required in both the driver's and right side doors. Doors may be gutted for bar clearance. All welds must be gusseted and of good quality. Deflector plates and foot protection bar required. One bar from each roll cage upright allowed through the rear firewall, bar must mount to frame at or before the top of the axle kick-up. Rubber body mounts (OEM or similar required). Front hoop bars (two only) allowed from roll cage uprights through firewall to front stub and upper radiator protection bars. Front hoop may connect to front stub at a maximum of six points. Wedge (diagonal) bars allowed. Halo bar must be a minimum of 36" left to right and centered between the frame rails. All roll cage main uprights must be welded directly to top of frame rails. Existing non-compliant cars permitted with weight adjustment. Metric cars may modify forward firewall (moderately) for distributor clearance. Unit body frame rails may be boxed in and reinforced. An "X" brace under driver's compartment is permitted. Unit body cars allowed four bars from roll cage to rear sub-frame. Sub-frames must be connected with tubing.

GROUND CLEARANCE: Minimum ground clearance 5 ½" at any point (with driver), except front cross-member and mufflers which is 3 ½".

INTERIOR: Firewall and floor pan must be stock. Firewall may be boxed to allow clearance for valve covers and distributor with engine setback. Rear firewall must be added to isolate from trunk area.

SUSPENSION: Completely stock suspension components for vehicle used required, no modifications allowed, except rubber bushings may be replaced with non-metallic stock replacement parts. Stock ball joints (stock length and width) required. Full size spindles or Coleman hub allowed on metric cars. Lower control arms on metric cars may be lengthened 1". Rear stabilizer bar must be removed. Any magnetic spring over 5" in diameter allowed. Rear springs must be over 11 inches tall in non-metric cars. Rear springs must be over 8 inches tall in metric cars. No progressive springs allowed. Straight valve shocks (compression and rebound must be equal) required. Shocks must be non-rebuildable and non-adjustable. Stackable shims allowed on top or bottom of coil springs. Stock Steering components required. No spring separators or weight jackets allowed. Stock or SRP shocks required. Max camber is 3-inches measured at the wheel. Maximum tread width is 63 inches. 50lbs weight penalty for each inch over max. No offset rear end bushings allowed. Stock replacement center links allowed.

ENGINE: Engine must be stock for that make. All engines may be located so that center of the furthest forward spark plug is in line with or ahead of the upper bail joint's centerline. No Chevrolet 400cid engine blocks allowed. Maximum displacement 362 (373 for MOPAR) cid, maximum compression 9.3 to one. No domed pistons. No aluminum intakes or heads. Hydraulic cam/lifters only. Lifters must pass leak-down test. Maximum lift at valve: GM-.425-inch, Ford/Mopar -.465-inch. No matching, grinding, polishing of any type allowed. No aftermarket parts, no stud girdle, no dual point distributors. OEM type, mechanical fuel pump, in original location, required. One OEM unmodified two-barrel carburetor required, maximum bore diameter 1 ¾" with pressed in style booster cone, 1 3/8" on Ford and 1 9/16" on Chrysler products. No dual feed carbs. Air cleaner and overflow tank located under hood required. The IO52 World Product stock replacement head with 171 cc intake runners are the only non OEM head allowed. Roller tip rocker arms allowed 1.52 max. A ¾" NPT inspection hole in oil pan required. Inspection hole must be located in line with second or third rod journal of crankshaft, on either side of the pan and above sump area(oil level). One stock Holley 4412 or one 1 ¼" Rochester carb required. HP Metering Blocks not allowed.

CRANK SHAFT: Stock appearing crankshaft required, minimum weight #48. Crankshaft must stock appearing counter-weights and may not be scalloped or gun drilled. Stock (un-altered) flanges required. Any suspect crank shaft can be removed and weighed.

DRIVE TRAIN: Stock automatic transmissions with all forward and reverse gears operating required. Stock operating 12-inch minimum diameter torque converter required. Torque converter must have tap plug to check fluid levels. Tap plug must be checked for tightness regularly. Transmission overflow bottle required. No lightweight (Vega type) torque converters allowed. No Powerglide or Turbo Hydromatic 200 (metric) transmissions allowed. No rubber transmission lines allowed, except for 4" ahead and behind transmission cooler, lines must be in good condition at all times and checked regularly. Transmission cooler not allowed in driver compartment. Stock, unaltered, open rear ends required. Stock diameter steel drive shaft required. Aftermarket or S-10 right side axle required on metric cars.

INTAKE & EXHAUST MANIFOLDS: Completely stock passenger car 2-bbl. cast iron intake and exhaust manifolds required. No grinding, polishing or altering allowed. Four-barrel intake manifolds allowed only on engines that were not offered with a two-barrel manifold. 1 3/4" adapter plate allowed on cars with four-barrel manifolds. No Bow Tie manifolds. Internal hear riser crossover must remain in place. Center dump and log style manifolds allowed. Max exhaust manifold inside diameter 2 1/6-inches. No cast iron header manifolds.

WEIGHT: Minimum total weight for all cars (full size and metric chassis) is 3400lb. Minimum 53% front axle, and minimum 45% right side on non GM metric chassis cars. Minimum right side weight for GM metric chassis cars is 44%. All weights must be properly anchored to (and not lower than) frame rail outside driver's compartment. Ballast must be painted white and lettered with car number. All weights include driver. Non-compliant roll cages must add 25# to right side frame rail in the driving compartment. Management reserves the right to adjust the weight requirements as needed to preserve competitive balance.

WHEELS & TIRES: All cars are required to use Hoosier 850. Steel wheel only, maximum width 8" measured at bead, maximum offset 2 inches. Aftermarket racing wheels required on right side. No wheel spacers allowed. No bleeders allowed. One-inch lug nuts required. Heavy-duty studs recommended.

FUEL & FUEL CONTAINER: All stock tanks must be removed. Maximum 16-gallon fuel cell required. Gas tank must be placed as far forward in the trunk area as possible, centered right to left, minimum ground clearance of 10 inches and secured with solid metal straps, bolts and washers. No plumbers strap allowed. If trunk floor is removed, it is required to install two 2" square tube .125" wall cross members to the rear frame rails: one in front of and one behind the tank/cell. Mounting must use 1" square tubing, and not be lower than bottom of rear frame rails. Steel or steel braided fuel lines required. Fuel line must exit top of tank. No fuel lines in driver's compartment. Complete metal firewalls front and rear required. Bottom rear of fuel cell must be protected by properly reinforced ASA style protection bar. Fuel type: highway grade pump gas only.

BRAKES: Stock brake units only. Four-wheel brakes required at all times. Master cylinder and pedals must remain in stock location. No “made for racing” components allowed. No brake blower motors allowed. Wheel fans allowed. One OEM brake bias adjuster (proportioning valve) located in engine compartment allowed.

BATTERY: Batteries must be securely mounted ahead of rear axle and away from fuel container and lines. All batteries in driving compartment must be in an approved sealed battery box. Maximum 12-volt system.

EXHAUST SYSTEM: Maximum diameter 2 ½” before collector and/or muffler, 4 ½” maximum diameter behind muffler. Exhaust must exit left or rear (not right side) and behind driver. Effective mufflers required. Collector or muffler must not be located forward of transmission. 100-decibel limit measured from 8th row of bleachers. No car expelling flame, smoke or backfiring allowed.

BODY & TRIM: Complete stock appearing steel bodies with glass or Lexan windshields (with braces) required. Full metal firewall and floorboards required. Rear spoilers allowed, maximum spoiler length 3”. Spoiler may not extend outside body. Stock, unaltered body mounts required. All doors must be welded shut. Fenders may be trimmed moderately for clearance. **Fenders may not be inclined or bent downward more than 3 inches from stock.** Front & rear overhangs may be shortened maximum of 4-inches. All glass and plastic must be removed, except windshield. Hood pins must replace hood and trunk latches. Hood X reinforcement must be removed. Bumpers must not extend past body more than 2”. Bumper ends must connect to body. Tire cutting edges must be trimmed. Limited radiator and nose cone protection bars allowed. Modest use of bars on top of bumper and behind nose piece allowed. Plastic nose and rear bumper covers allowed provided they are stock appearing for that make & model car. Quarter and rear windows allowed must be clear and not obstruct visibility. Vintage steel OEM bodies with minimum wheel base of 108” permitted. OEM body used must be within 4” of cars wheelbase. All bodies must remain stock appearing. Poorly constructed bodies must be corrected and returned to “stock appearing.” Tow hooks on front and rear required. ¼” cable has proved inadequate.

FORD & CHRYSLER EXCEPTIONS: Ford and Chrysler will be permitted some variation to improve competitiveness. Such variation requires prior approval by director of competition.

GM METRIC CHASSIS EXCEPTIONS: IMCA approved stamped steel tubular upper A-arm 8 to 8-1/2 inches only allowed. One inch longer than stock ball joint allowed, both sides must be the same length. G body stock center link required.

CRATE MOTOR: GM 602 crate motor (P/N 88958602/ #19258602) for use in the Hobby Stock division. All crate motors must use the MSD Soft Touch Rev Control system mounted under the hood with the 6200 rpm chip. Stock unaltered 500 CFM Stock Holley 4412 2 bbl carburetor.

TEAR DOWN CLAIM: For a fee of \$750 and Hobby Stock driver may request to have the head, intake, exhaust, or carburetor removed for inspection. If found legal, \$500 is awarded to the one inspected with \$250 retained by the officials. If illegal, the fee is returned to the protester and the violator forfeits all money and points won that night. Officials can require valve covers, distributor, intake, carburetor, exhaust manifolds, and heads be removed and inspected for compliance. If components are found to be illegal they will be confiscated and destroyed. If found to be legal the owner will receive \$100 allowance for gaskets

End of Hobby Stock Rules Section

HORNET RULES

12/15/2020

ELIGIBILITY

1. Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility.
2. It is the goal of this class to have fun and race in an inexpensive way.
3. This is a beginner class and will be treated as such!!!
4. Past champions must be approved by track officials to compete in this class.

COMPETITION

In the interest of competition, the track officials have the right to add weight to any car deemed to have a competitive advantage even if the car conforms to the stated rules. Officials to determine how much weight will be added. This will be added after any feature event and the weight will be added to the total weight of the car at the time of the event. The car must be within 1 percentage point with front end percentage and right side weight after the penalty weight has been added.

ELIGIBLE MODELS

Any 3 or 4 cylinder compact car. Maximum wheelbase of 104".

INTERIOR

1. Quick release steering wheels allowed.
2. Racing seats required.
3. Interior floor pan must be complete. No holes.
4. All airbags must be deactivated.

BODY

1. Sunroof openings must be closed with steel.
2. Remove all glass except windshield. Broken glass must be cleaned from inside car before arriving at raceway.
3. Driver's door must be chained or welded shut. Driver's door plate or minimum of 2 bars which is part of the roll cage is recommended.
4. Passenger door chained only.
5. Aftermarket front and rear bumper covers allowed.
6. Hood and trunk must be secured with hood pins only. All factory hood and trunk latches must be removed.
7. No gutting of steel body panels.
8. Working third brake light optional.
9. Stock ride height must be maintained.

ENGINE COMPARTMENT

1. Stock engine for that make and model from carburetor to the exhaust manifold.
2. Stock transmission.
3. All insulation under hood must be removed.
4. Battery may be located inside the driver's compartment but must be covered for safety. Secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers.
5. Exhaust complete and leak free. Maximum size of 2" O.D. must run from engine to an area behind the driver.
6. No reprogramming of ECM at all. No performance chips.
7. No Performance Upgrades.

8. Factory Airbox required.

SUSPENSION

1. Steering and suspension must remain stock. No modifications. Ride attitude must be maintained.
2. 1" camber allowed. Measured with a carpenter square. **Right side only.**
3. Rear toe must be within 1/8 of an inch in or out. **No rearsteer.**
4. Springs may be replaced but no other modifications allowed to existing stock spring buckets. Any evidence of cutting, moving or changing the geometry of the stock buckets will result in not passing tech. Tabs or other retainers are allowed in stock buckets to hold springs in place.
5. **Springs must be same size in diameter and length across an axle.**

WEIGHT

1. Weight distribution must remain as stock.
2. A minimum weight of 2200 lbs for single overhead cam cars.
3. A minimum weight of 2400 lbs for dual overhead cam cars.
- 4) Any ballast added must be within 18 inches of centerline of car. Note: Door plates are not considered ballast and can be added to both sides of car.
- 5) Weight reductions or additions may be implemented based on the engine's horsepower as determined by manufacture.

COOLING SYSTEM

Any radiator allowed which will fit in stock mounts. An overflow container mounted in engine compartment. Water only in radiator. No anti-freeze \$50 FINE

GAS TANK

If gas tank is ahead of rear axle it may remain in place. If gas tank is behind axle it must be placed with a fuel cell or marine tank (max. 6.6 gal.). Must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware. Must be covered in hatchback in a metal case.

TIRES / WHEELS

1. Tires may not have a retail value (to all) greater than \$70.
2. No racing tires. No autocross, no SCCA approved tires, no competition DOT. All tires subject to Speedway approval.
3. Maximum footprint of 7"
4. Same size and profile on all 4 corners
5. Wheels must be of same size on all 4 corners. Aftermarket racing wheels allowed. Wheels no less than 4" back space.

SAFETY

1. Helmet must meet minimum Sa2000 Snell approved.
2. Gloves and long sleeves required.
3. Fire extinguisher required. 2 lb. BC rated mounted in quick release bracket within reach of driver.
4. Window nets and racing seatbelts are mandatory.

ROLL BAR AND SIDE BARS

1. All vehicles must be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe, or conduit.
2. Door bar or plate **REQUIRED** for four door hard tops with no door post.
3. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of the car.
4. Two support bars must be added to roll bar to form a triangular, strong structure.

5. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
6. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.



NOTE: Four door hardtops (no door post must have door bars or plate as described below.

A flush, securely mounted exterior driver's door protection plate is permitted as an option.

NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.

NOTE: The plate should overlap the front and rear door edges by at least 12 inches.

CAR NUMBERS

1. Minimum 18" high numbers in contrasting color on both doors and roof.
2. 6" number on upper right corner of windshield and on back of trunk - right side above tail light.
3. NO spray painted or "duct" tape numbers. Cars with non-legible numbers will not be scored.

GENERAL

1. All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.
2. Tomah-Sparta Raceway reserves the right to CLAIM any car at any time. The claim amount will be \$650, and does not include the driver's seat or seat belts. If a claim is refused, driver will forfeit all points, and driver and car will not be allowed to compete for the remainder of the season.

ELIGIBILITY

- 1.Experienced drivers are acceptable, but previous race driving experience may disqualify you. Our officials will resolve any questions about your eligibility.
- 2.It is the goal of this class to have fun and race in an inexpensive way.
- 3.This is a beginner class and will be treated as such!!!
- 4.Past champions must be approved by track officials to compete in this class.

END OF HORNET RULES SECTION

2021 6 Shooters

March 8, 2021

MODELS:

1. 2006 and older, V-6 powered, General Motors, Ford Motor Company or Mopar production front wheel drive passenger cars with a factory minimum wheelbase of 103". Convertibles not allowed. (Some examples would be: GM: Century, LeSabre, Cutlass, Grand Am, Grand Prix, Ford: Taurus, Sable, etc. Mopar: Intrepid, Concord) Foreign models are NOT allowed. No modifications or alterations except as specifically allowed in these rules.

BODY:

1. Complete full body cars only with no trimming or other modifications to the body. No gutting of doors, hood or trunk allowed. All interior upholstery, except for driver's seat and driver side door panel or padding, must be removed. The dash and instrument cluster must remain intact. All airbags must be deactivated. All exterior lights, brake lights, lenses and reflectors must be removed. Third brake light must be operable. Light holes may be covered with sheet steel to improve the cars appearance. Front and rear firewalls and floor must be complete, and all holes covered with sheet steel. Sunroof openings must be closed off with sheet steel. Door plate highly recommended at a minimum 10" high, 1/4" thick steel and extend a minimum of 4" past front and rear edges of driver's front door. Door plates if utilized, must be securely mounted to the door and/or fender only, by welding or bolting or both.

BUMPERS:

1. Stock bumpers for car only, and must be secured with chains or welded to prevent them from falling off. Exposed bumper ends must not have sharp edges.

GLASS:

1. All side windows and rear window must be removed. Broken glass must be cleaned from inside the car before arriving at the speedway. The original windshield must be used, severely cracked may require stock replacement. One stock inside mirror only; all outside mirrors must be removed.

ROLL CAGE:

1. A two-point roll cage is recommended. Must be made of minimum 1 3/4" OD mild steel tubing with a minimum wall thickness of .090". No weld elbows or fittings. Only mandrel bends are allowed. Cage design is a main hoop with a diagonal brace, positioned behind the driver's seat, extending from the floor to the roof, and extending the width of the driver's compartment. This main hoop should be braced from the top of the hoop, down and rearward to the lower rear

section of what was the back seat area; two braces, one on each side. No bars are allowed to pass through the front or rear firewall. No bars may extend beyond the contour of the body.

ENGINE:

1. V-6 engines only with a maximum displacement of 3.8 liters. The engine must be original or an exact replacement as offered in make and model of your car. The engine must remain completely stock. No turbo-chargers or super-chargers.

ELECTRICAL:

1. 12-volt electrical system only. Battery must remain in stock location. Battery must be secured with a minimum of 1/8" thick x 1" wide steel strap, and 5/16" bolts. OEM stock sensors and computers only. OEM stock computer chips only. No tuner, performance or programmable chips allowed. OEM stock wiring harness must be used. No re-wiring without official's approval.

COOLING SYSTEM:

1. Stock radiator, or any other radiator that fits in the stock mounts. The A/C condenser and compressor may be removed, but all other A/C components must remain. 2 electric cooling fans may be used. A coolant recovery bottle is mandatory. Water only in the cooling system. NO ANTIFREEZE.

EXHAUST:

1. 2 1/4" O.D. maximum. Must exit behind the driver and under car.

FUEL SYSTEM:

1. Fuel pump must have no power when car is off. No fuel lines allowed in driver's compartment.
2. Fuel Tank: The stock fuel tank may be used if it is located forward of the rear axle; stock fuel fill must remain. A fuel tank (fuel cell or 6.6-gallon marine tank) may be mounted in the trunk, secured with minimum of 1/8" x 1" steel straps and 3/8" bolts.

DRIVE LINE:

- 1) Completely stock driveline only.

SUSPENSION:

1)The suspension system must remain completely stock. The springs may not be heated or cut. OEM stock for your make and model, springs, control arms, bushings, shocks, struts, spindles, etc. only. Purposeful camber not allowed.

STEERING:

- 1) The steering system must remain completely stock.

BRAKES:

1. Stock brakes for car only. Rotor and/or caliper size may not be changed. Stock master cylinder only. Anti-lock braking system may remain functional. Brake bias adjusting devices are not allowed.

TIRES/ WHEELS

1. All 4 tires must be the same size and aspect ratio, examples: 215/70R15, or 225/60R16. Steel belted DOT radial tires only, 60, 65, 70, or 75 series. No made for racing tires. Must have date code of 2018 or older.
2. Wheels: Stock wheels only; steel wheels are recommended. All 4 must be the same size; 14", 15" or 16".

WEIGHT & GROUND CLEARANCE:

1. No ballast allowed. Stock ground clearance must be maintained. Cars appearing too low will be subject to disqualification.

SEAT:

1. The original seat must be used. The seat back must be locked into position. Racing seats not allowed.

SAFETY:

1. A driver's window net is recommended, with release at top front of net. The center of the steering wheel must be padded.
2. Racing seat belts are recommended.
3. A fully charged dial type fire extinguisher, minimum 2 lb. BC, securely mounted, within the driver's reach, is required.
4. Helmet required, minimum DOT standard, Snell SA recommended
5. Eye protection and racing suit recommended. Long sleeve shirts, long pants, closed toed shoes and gloves required. No Nylon or similar material allowed.

CLAIM RULE:

1. Management reserves the right to claim any car at any time for \$450 which will include a complete running car minus the general safety devices. A refusal in claim will result in disqualification for event and suspension of driver and car for remainder of season.

MISCELANOUS:

1. This class is designed as a true entry level division.
2. Track Champion ineligible to compete the following season in this Division.

3. No two-way radio communication allowed. This class will NOT utilize transponder scoring. A team may use a transponder for their own information.
4. Race lines will be based on season points or qualifying.
5. Have fun.

End of 6 Shooter Rules



High School Racing Association 2021 Rules and Regulations

1/21/2021

General

The Guidelines and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Director of competition, or their authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of HSRA officials, whose decisions are final. The High School Racing Association (HSRA) is not affiliated with any sanctioning body or bodies. Participants will be competing under the host track Participant Accident Policy.

Periodic Rules Adjustments

Management may elect to change any rule at any time in an effort to reduce the cost of racing, maintain equal competition, or improve safety. IF YOU HAVE ANY QUESTIONS PLEASE CALL FIRST.

Rules Infraction Policy

Management may suspend and fine any driver, team member, or car owner for violation of track rules, policies, or procedures. Management has right to confiscate any item that is in violation of the rules.

1 Models: 2005 and older, V-6 powered, General Motors, Ford Motor Company or Mopar production front wheel drive passenger cars with a factory minimum wheelbase of 103". Convertibles not allowed. (Some examples would be: GM: Century, LeSabre, Cutlass, Grand Am, Grand Prix, Ford: Taurus, Sable, etc. Mopar: Intrepid, Concord) Foreign models are NOT allowed.

No modifications or alterations except as specifically allowed in these rules.

2 Bodies: Complete full body cars only with no trimming or other modifications to the body. No gutting of doors, hood or trunk allowed. All interior upholstery, except for driver's seat and driver side door panel or padding, must be removed. The dash and instrument cluster must remain intact. All airbags must be deactivated. All exterior lights, brake lights, lenses and reflectors must be removed. Third brake light must be operable. Light holes may be covered with sheet steel to improve the cars appearance. Front and rear firewalls and floor must be complete, and all holes covered with sheet steel. Sun roof openings must be closed off with sheet steel. Door plate **REQUIRED** at a minimum 10" high, 1/4" thick steel and extend a minimum of 4" past front and rear edges of driver's front door. Door plates must be securely mounted to the door and/or fender only, by welding or bolting or both.

3 Bumpers: Stock bumpers for car only and must be secured with chains or welded to prevent them from falling off. Exposed bumper ends must not have sharp edges.

4 Glass: All side windows and rear window must be removed. Broken glass must be cleaned from inside the car before arriving at the speedway. The original windshield must be used, severely cracked may require stock replacement. One stock inside mirror only; all outside mirrors must be removed.

5 Roll Cage: A two point roll cage is **Required**. Minimum 1 3/4" OD mild steel tubing with a minimum wall thickness of .090". No weld elbows or fittings. Only mandrel bends are allowed. Cage design is a main hoop with a diagonal brace, positioned behind the driver's seat, extending from the floor to the roof, and extending the width of the driver's compartment. This main hoop should be braced from the top of the hoop, down and rearward to the lower rear section of what was the back seat area; two braces, one on each side. No bars are allowed to pass through the front or rear firewall. No bars may extend beyond the contour of the body.

Roll cage kits available: <https://squareup.com/store/jl-dickinson-llc/>

6 Engine: V-6 engines only with a maximum displacement of 3.8 liters. The engine must be original or an exact replacement as offered in make and model of your car. The engine must remain completely stock. No turbo-chargers or super-chargers.

7 Electrical: 12-volt electrical system only. Battery must remain in stock location. Battery must be secured with a minimum of 1/8" thick x 1" wide steel strap, and 5/16" bolts. OEM stock sensors and computers only. OEM stock computer chips only. No tuner, performance or programmable chips allowed. OEM stock wiring harness must be used. No re-wiring without officials approval.

8 Cooling System: Stock radiator, or any other radiator that fits in the stock mounts. The A/C condenser and compressor may be removed, but all other A/C components must remain. 2 electric cooling fans may be used. A coolant recovery bottle is mandatory. Water only in the cooling system. NO ANTIFREEZE.

9 Exhaust: 2 1/4" O.D. maximum. Must exit behind the driver and under car.

10 Fuel System: Fuel pump must have no power when car is off. No fuel lines allowed in driver's compartment.

11 Fuel Tank: The stock fuel tank may be used if it is located forward of the rear axle; stock fuel fill must remain. A fuel tank (fuel cell or 6.6 gallon marine tank) may be mounted in the trunk, secured with minimum of 1/8" x 1" steel straps and 3/8" bolts.

12 Drive Line: Completely stock driveline only.

13 Suspension: The suspension system must remain completely stock. The springs may not be heated or cut. OEM stock for your make and model, springs, control arms, bushings, shocks, struts, spindles, etc only. Purposeful camber not allowed.

14 Steering: The steering system must remain completely stock.

15 Brakes: Stock brakes for car only. Rotor and/or caliper size may not be changed. Stock master cylinder only. Anti-lock braking system may remain functional. Brake bias adjusting devices are not allowed.

16 Tires: All 4 tires must be the same size and aspect ratio, examples: 215/70R15, or 225/60R16. Steel belted DOT radial tires only, 60, 65, 70, or 75 series. No made for racing tires. Must have date code of 2018 or older.

17 Wheels: Stock wheels only; steel wheels are recommended. All 4 must be the same size; 14", 15" or 16".

18 Weight & Ground Clearance: No ballast allowed. Stock ground clearance must be maintained. Cars appearing too low will be subject to disqualification.

19 Seat: The original seat must be used. The seat back must be locked into position. Racing seats allowed with track approval.

20 Safety: A driver's window net is required, with release at top front of net. The center of the steering wheel must be padded. Racing seat belts are recommended. A fully charged dial type fire extinguisher, minimum 2 lb. BC, securely mounted, within the driver's reach, is required. Helmet required, minimum DOT standard, Snell SA recommended. Eye protection and racing suit recommended. Long sleeve shirts, long pants, closed toed shoes and gloves required, NO NYLON.

21 Claim Rule: Management reserves the right to claim any car at any time for \$750 which will include a complete running car minus the general safety devices. A refusal in claim will result in disqualification for event and suspension of driver and car for remainder of season.

22 Radios, Transponders, Scoring: No two way radio communication allowed. Raceceivers or scanner are Mandatory. This class may or may not utilize transponder scoring and will be lined up based on host track rules.

23 Car Design and Numbers: Driver's High School Colors and Mascot must be incorporated into the paint scheme of the car's roof area at a minimum. Car Number must include the driver's homestate, as an example, Al McKay from Oregon, WI would be car number 64WI (State letters must be approx. half

the height of number). Number must be clearly displayed (min 20" tall by 18" wide, contrasting colors) on both sides of car and roof. No obscene, profane or distasteful slogans or markings will be tolerated.

24 Driver Eligibility: Students going into their Freshmen year of high school, current high school students, as well as those just graduating from high school. Minimum age 14, maximum age 19, must present valid birth certificate if requested by HSRA. Anyone under the age of 18 who wishes to enter the pit area must have a completed Minor's Release on file at EACH TRACK which they wish to compete at. Minimum pit admission age varies from track to track.

25 Events: Events will be listed on the HSRA website, sign up for the email list to be notified of new events added at tracks throughout the summer. ****MAXIMUM OF SIX (6) REGULAR SEASON EVENTS AT A TRACK PER YEAR**** Events will start no sooner than June 1 and conclude the weekend before Labor Day Weekend. Regional events will be held Labor Day Weekend of each year at track(s) TBA. In order to qualify for the Regional event, driver must have participated in 3 HSRA events in that calendar year. The Regional events are expected to move locations annually.

26 State and Track Points: A driver's six best feature event finishes within a state will be used to determine a State Champion. In the event of a tie, the Regional finishing order will be used to determine the State Champion. A host facility may award points to crown a Track and/or School Champion at the discretion of host track. STATE POINT SYSTEM, based on feature finish: 1. 20* points, 2. 18, 3. 16, 4. 15, 5.14, 6. 13, 7. 12, 8. 11, 9. 10, 10. 9, 11. 8, 12. 7, 13. 6, 14. 5, 15. 4, 16. 3, Rest of Field 2 points. *Bonus Points, add 5 points to winner IF eleven (11) or more cars start feature event. Tracks must submit points within three (3) days of completed feature event.

27 Event Prizes: There will be no monetary awards, each driver which becomes eligible to compete in the Regional event will receive a Patch. State Champion will receive a banner and Jacket in addition to their patch.

Trophies will be awarded to the top three finishers in each HSRA feature event. If preliminary races are contested, at a minimum, the winner of each of those events will also receive a trophy.

28 Race Procedures: Race event procedures will be set and officiated by host track, including line-up procedures. Rough driving will not be tolerated.

29 HSRA Membership, Entry and Admission: Drivers choosing to become members of the HSRA (\$20 annual membership fee) will not be charged a pit admission fee at any HSRA sanctioned event and will only need to pay a car registration fee (\$40) at the Regional event. Any student that wishes to work with a car, that possesses a valid School ID will be admitted into the pit area at the lowest rate offered each night, usually matching what a Racing Member is paying (\$20-\$25). **MUST HAVE COMPLETED MINOR'S RELEASE** if under the age of 18. Minimum pit admission age varies from track to track.

End of High School Racing Association Rules

2021 Soccer Moms

ELIGIBLE MODELS

1. Any 2006 and older 4 or 6-cylinder stock OEM mini-van. Minimum wheelbase of 103"
2. No engines greater than 3.8 liters.
3. Mini Vans must have a sliding side door to compete in Soccer Mom Division.
4. No four-wheel drive (activated) vehicles allowed. Rear wheel drive vans allowed.
5. No manual transmissions allowed.

INTERIOR

1. Dash, steering and pedals must remain stock. (Dash may be altered to accommodate any roll cage)
2. Folding seat back fastened in position.
3. Racing seats NOT allowed.
4. Interior floor pan must be complete. No holes.
5. All airbags must be removed.

BODY

1. Sunroof openings must be closed with steel.
2. Remove all glass except windshield. Broken glass must be cleaned from inside car before arriving at speedway.
3. Driver's door must be chained or welded shut. Driver's door plate recommended.
4. Passenger door chained only.
5. Bumpers must be chained to frame.
6. Hood and trunk may be secured with hood pins.
7. No gutting of steel body panels.
8. Working third brake light optional.

9. Stock ride height must be maintained.

ENGINE COMPARTMENT

1. Stock engine for that make and model from carburetor to the exhaust manifold.
2. Stock transmission.
3. Insulation under hood may be removed.
4. Battery must be in stock location. Secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware with large head washers.
5. Exhaust complete and leak free. Maximum size of 2" O.D.. must run from engine to an area behind the driver. Mufflers are required.

SUSPENSION

1. Steering and suspension must remain stock. No modifications. Ride attitude must be maintained.
2. 1" camber allowed. Measured with a carpenter square.
3. No ballast may be added.
4. Maximum 1" toe in or toe out allowed.

COOLING SYSTEM

Any radiator allowed which will fit in stock mounts. An overflow container mounted in engine compartment. Water only in radiator. No antifreeze.

GAS TANK

If gas tank is ahead of rear axle it may remain in place. If gas tank is behind axle it must be placed with a fuel cell or marine tank (max. 6.6 gal.). Must be secured by minimum 1/8" x 1" steel strap with minimum 3/8" hardware. Must be covered in hatchback in a metal case.

TIRES

1. Tire size can be equal but not larger than factory OEM size.
2. Must be DOT approved.
3. No racing tires.
4. Only tires speed rated M,N,P,Q,R,S,T or H allowed.
5. No tires rated U,V(VR), W(ZR), Y(ZR) or Z allowed.
6. Maximum footprint of 6.5"
7. Same size and profile on all 4 corners
8. Wheel size must be for that make and model. Same on all corners.

9. Tires must have a production code of 2018 or older.

SAFETY

1. Helmet must meet minimum DOT standard, suggested Snell approved.
2. Gloves and long sleeves required.
3. Fire extinguisher required. 2 lb. BC rated mounted in quick release bracket within reach of driver.
4. Window nets and racing seat belts are recommended.

ROLL BAR AND SIDE BARS

1. Recommend vehicles be equipped with a roll bar. The material used must be 13/4 x .095 or better milled steel. No pipe fittings, exhaust pipe, or conduit.
2. The roll bar must be located directly behind the driver and reach as close as possible to the roof and the left side of car.
3. Two support bars must be added to roll bar to form a triangular, strong structure.
4. Driver compartment bracing must remain inside the driver's compartment and may not dissect, bisect or pass through either the engine or trunk firewall. Such bracing may be installed as a safety feature only and may not reinforce the body or frame or alter the geometry of the car.
5. Roll bar installation is subject to inspection which will be closely scrutinized. Refer to illustration for possible designs.
NOTE: Plate must be same color as car body (entire door area may be white) and properly numbered.
NOTE: The plate should overlap the front and rear door edges by at least 12 inches.

CAR NUMBERS

Minimum 18" high numbers in contrasting color. Numbers must be on both doors and roof.

1. 6" number on upper right corner of windshield and on back of trunk – right side above tail light.
2. NO spray painted or "duct" tape numbers. Cars with non-legible numbers will not be scored.

GENERAL

All cars are subject to a minimum specification inspection at any time. It is the responsibility of the driver to prepare their car FREE of defects and in safe racing condition.

CLAIM RULE

Claim Rule: Management reserves the right to claim any car at any time for \$500 which will include a complete running car minus the general safety devices. A refusal in claim will result in disqualification for event and suspension of driver and car for remainder of season.

End of Soccer Moms Rules