**Hawkeye Downs Late Model Rules (2014)**

**(Big 8 rules comply)**

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.

The Tech Director, or the management, shall be empowered to permit more 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 the officials, whose decisions are final.

These rules have been written to focus on reducing the cost of racing and in the spirit of equal competition and having a good program for the spectators. A car specification sheet will be supplied to track officials before the first race, any changes made during the racing season will require an updated specification sheet.

SAFETY AND APPEARANCE

1. SEATS
   1. Approved aluminum driver’s seat required
   2. Seat must be fastened to frame/roll cage and located to give adequate distance from driver’s arm to door bars.
   3. Shoulder supports on right and left sides of seat and head support on right are required.
   4. Full containment seats recommended.
2. SAFETY BELTS
   1. Minimum 3-inch wide lap belt, 3-inch wide shoulder harness and submarine (crotch) strap required.
   2. Belts must be anchored to roll cage or frame. Grade “5” bolts and hardware required.
   3. Shoulder harness must not be anchored lower than 2-inches below drivers shoulder height.
   4. Belts must be dated 2009 or newer.
   5. 6-point belts (double crotch strap) recommended.
3. DRIVING COMPARTMENT
   1. Cockpit must be completely sealed off from engine compartment and fuel cell.
   2. Padding required around driver including steering post.
   3. Securely mounted fully charged fire extinguisher with visible dial type gauge required.
   4. Ribbon or mesh type window net with belt buckle release required. Buckle located at top/front recommended.
   5. Clearly labeled push-pull or toggle type kill switch accessible from either side of car required.
   6. No suspension components including stabilizer bar can be adjustable from the driving compartment.
4. DRIVER’S ATTIRE
   1. Complete approved fire retardant driving suit, gloves, shoes, and SFI-38.1 Head and Neck restraints are required.
   2. Approved head/neck restraint systems include the HANS device, LFT Technologies R3, Simpson, and the Hutchens ii device.
5. HELMET
   1. Effective with the 2014 season, all driver helmets must reflect a Snell \*2010\* certification minimum. SFI or Snell approval sticker must be visible for official’s inspection. Eye protection is mandatory at all times
6. APPEARANCE
   1. A professional appearing paint job in an attractive color required. All lettering must be professional and in good taste
   2. Numbers must be a minimum 18” tall on both doors and roof, readable from the right side
   3. 1” square rub rails allowed, mounting must be within 3” of ends and ends must be tapered and capped.
7. MISC.
   1. Management and/or officials reserve the right to impound a car at any time for any reason.
   2. All parts declared illegal by inspection will be confiscated by Officials and disposed of at their discretion

CHASSIS, ENGINE, AND BODY

1. WHEELBASE AND TREAD WIDTH
   1. Minimum wheelbase is 104”, plus/minus 1 inch.
   2. Maximum tread width 65”, measured center to center of tires at spindle height (front and rear).
   3. No panning of nose or sides, windows, side skirts, noses, tail panels, etc.
2. CHASSIS
   1. Tube or stock stub allowed. Frame rails must be a minimum of 2” by 3” 0.125” wall tubing.
   2. Minimum ground clearance 3.5” with driver.
3. ROLL CAGE
   1. All roll cage tubing must be at least 1.75” X 0.090” wall. Welded gussets required on all joints. At least four evenly spaced horizontal bars required on left and three horizontal bars on the right side. X configuration on right side counts as one bar.
   2. All door bars must be mounted to the frame rails and the main roll cage uprights.
   3. Door bars must be connected with a minimum of two equally spaced vertical tubes.
   4. Left side door bar deflector plates of at least 0.12” steel required. Diagonal bar in top hoop required.
   5. Floor pan under driver must be heavy-gauge steel.
   6. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension, or bolts is not permitted.
   7. A minimum of 2” X 3” X 0.095” wall steel tubing is mandated for mainframe rails.
   8. Mainframe rails are identified as midsection rails. Mainframe rails and side rails must be located within the normal tread width of the car. A minimum of 2” X 3” X 0.095” wall steel tubing is optional for front clip rails, rear clip, or kick-up rails. No material substitution is permitted.
   9. Roll cage structure must be braced to the front frame stub with the hoop section surrounding the engine compartment, running rearward with diagonal member’s connection to the rear frame section.
   10. Nose, right side kick outs, and rear bumper cover supporting structures must be a minimum 1.500 inch X 0.063 inch OD steel tube.
   11. No material substitution permitted. Absolutely no aluminum allowed on the structure of the chassis.
4. DRIVER SIDE DOOR PLATES
   1. Left side driver support bars or plates are mandatory
   2. No material substitution is permitted. All support bars or plate installation is subject to approval. All door bars need to be plated with plates welded in between bars – 0125”, 1/” solid steel plate welded to the left side door portion of the roll cage.
   3. There shall also be a steel plate welded to the frame on the left side of the foot box.
   4. Offset chassis right side door bars commonly called the outrigger or kick up bar must be constructed of a minimum 1.250 inch X 0.065 inch wall round or square steel.
   5. All supporting substructure must be constructed of 1” X 0.063” wall round or square steel stock.
5. FRONT SUSPENSION
   1. Conventionally mounted 5-inch springs or coil over type suspensions. Spring must be magnetic steel with maximum retail price of $100.
   2. Approved non-adjustable shocks series: Afco 13T, R, S, 21, ARS2000. Bilstein SZ, SN, Carrera 65, 67. Genesis GSO, Integra 431, Pro A, AC, TA, PG, QA1 21, 50, 62, 67. Manufacturers components must be used, valving is optional.
   3. Post-race shock disassembly is the responsibility of the Car Owner/Crew Chief. Bring tools or make arrangements.
   4. NO bump-stops/rubbers, Compression/rebound-limiting or Coil-Bind set-ups.
   5. No coil over eliminators or sliders allowed.
   6. No fifth coil or other spring-loaded/hydraulic suspension device allowed. No rear stabilizer bars.
   7. One shock absorber per corner of the car is permitted.
   8. Front suspension adjustment must be done from under the car or by lifting the hood. No holes in the hood, fenders, or other body parts from the windshield forward to adjust front suspension component(s) are permitted.
   9. No suspension adjustment devices are permitted in the driver’s compartment area or in reach of driver at any time in the car.
   10. Knob type brake bias adjusters are recommended. Weight transfer or suspension adjustment devices adjustable while the car is under way are prohibited.
6. SPINDLES AND HUBS
   1. Any steel spindle allowed. Aluminum steering-arm and ball-joint mounts allowed. Aftermarket hubs with 5/8” wheel studs required, maximum retail price $325. No gun-drilled studs permitted.
   2. A minimum of five lug nuts per wheel, minimum 0.625 inch (5/8”) solid steel nuts, showing a minimum of two threads through the nut, must extend through the lug nut when clamping the steel to the hub.
   3. Wheel spacers, if used, must be made of steel or aluminum and a minimum 6.75” in diameter.
   4. Shims are not permitted when mounting wheel studs to hubs.
   5. Wide five hubs and spindles allowed with no weight penalty.
7. STEERING
   1. Rack and Pinion or steering box with center link style required. No electric power steering units.
   2. Quick release steering wheel hub required.
   3. Collapsible steering shaft recommended.
8. REAR END
   1. Stock or rear spur gear type quick change units with steel tubes. No mini type (8.5” or less) quick change.
   2. Cambered rear end maximum 1.5 degrees.
   3. Spool, Detroit Locker (ratchet type), and Torque Sensing differentials are permitted.
   4. Drain plugs must be safety wired.
   5. Magnetic steel axles only, gun drilled axles allowed.
   6. No rear end coolers. Remote rear suspension adjusters are permitted when accessible only through the rear window.
   7. A maximum of three (3) one inch (1”) diameter holes are permitted in the rear window. Each hole can allow access to one adjustment device only. No adjuster may extend forward of the rear window area.
   8. The rear end must be mounted in the center of the car. No bird cage set-ups of any kind. No part of the trailing arm mounting bracket may rotate or move.
9. BRAKES
   1. Four wheel brakes required at all times. All brakes must be functioning.
   2. Howe Single piston (steel or aluminum) calipers are allowed with a 30lb weight break.
   3. Dual or Four (4) piston calipers are allowed. Maximum cost $200.
   4. Rigid mounted rotors, maximum diameter 12¼” rotors, no drilling permitted.
   5. No floating calipers or rotors, no self-centering rotors, ABS units, or brake recirculation systems.
   6. Only one brake bias adjusting unit per car.
   7. No “wheel fan” or blower motor devices allowed.
10. ENGINE LOCATION
    1. 4” setback allowed with a 25lb penalty regardless of motor type.
    2. 2” setback allowed.
    3. Crankshaft centerline 10” minimum ground clearance.
11. ENGINES
    1. Former GM, Ford, and Chrysler Crate motors are all allowed. These motor can be either purchased or built to the same specifications as the crate motor design.
    2. 9 to 1 motors are allowed. These motors will be phased out.
    3. LIMITED CONCEPT ENGINE – Call for provisions, where home track rules differ.  
       Two valves per cylinder. No aluminum blocks or heads. GM & Ford - 362 CID maximum, Chrysler - 373 CID maximum. All engines must meet the following specifications regardless of manufacturer: \*\*\* REMINDER\*\*\* Stock or stock replacement cast iron unaltered heads with factory valve angles (no angle milling, porting, polishing, acid dipping allowed). GM Bowtie numbers 14011058, 10134392, (casting number 14011034 and 12480034), World Products Sportsman II numbers 011150, 011250 allowed. Ford 351N and 352N heads, World Products Windsor Sr. 053040 allowed. Chrysler 5249769, 4529446, LA-X heads. Casting numbers must be visible on all heads. Gasket matching not permitted. Minimum combustion chamber 62cc, maximum 2.02-inch intake and 1.6-inch exhaust valves required. Flat top pistons required. A minimum of zero deck height required. 10.8 to one maximum compression ratio. Connecting rods must be magnetic steel. Rod journal minimum diameter 1.900”. Oil pan minimum depth 6.5”. 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. Valve spring retainers are the only titanium parts allowed. No radius edge lifters. Lifters must be able to rotate in their bores. No roller or mushroom cam/lifters. Maximum valve lift - .600” (measured at retainer). In 2014 and beyond, only 3/8”, 5/16” or 11/32” valve stem diameter allowed. OEM style rocker arm mounting required. Firing order may not be altered. Ignition system may not be computerized, programmable or have memory circuits. No magnetos, crank trigger, multiple coil or programmable ignition systems allowed. Production type steel crankshaft with normal configuration counter weights. No dry-sump or vacuum systems of any kind allowed. External single stage oil pump allowed on Ford engines. OEM type, mechanical fuel pump, in original location, required. Chrysler engines add 20 lbs. for CID over 362.
       1. Intake Manifold
          1. Edelbrock Victor Jr. 2975 (GM), 2915, 2920 (Chrysler), 2921, 2980, 2981 (Ford). Plenum and port configuration must remain as-produced. No porting modifications, including gasket matching. No spacer/Adaptor plates to head. If Bee-Hive valve springs are used, the competitor will be required to switch to conventional style valve springs for post-race tech purposes.
       2. Carburetor: Holley 4412-2 bbl. Holley 4412 Carburetor Rework Guidelines:
          1. Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed. Gasket surfaces may be machined for improved  
             sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.
          2. Boosters may not be changed including any additional holes. Height, size, and shape must remain standard and unaltered.
          3. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size.
          4. Butterflies: Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard.
          5. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Metering block may be plugged, no additional holes allowed, must remain stock appearing for carb style, no aftermarket blocks permitted.
          6. Any attempt to pull outside air other than straight down through the venture is not permitted.
          7. Jets may be changed. No dial-a-jet devices.
          8. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.
          9. Epoxy allowed on boosters of 4412-2 bbl. at main body only.
          10. Carb Adaptor: 1.5” max thick w/gaskets. Bores must be straight (not tapered, angled beveled or grooved). Original orientation required. No part of adaptor may protrude into plenum of Intake Manifold. Adaptors are one piece only.
       3. RETURN SPRINGS & AIR CLEANER
          1. Double return springs required.
          2. Air boxes allowed with cowl inlet only.
    4. GM SPEC (FORMER CRATE) ENGINE
       1. Factory Engine Specifications - New
       2. Description 88958604
       3. Engine Weight (As Sold) 375 Lbs
       4. HP & Torque 400 @ 4500 rpm
       5. Torque 400 @ 5500 rpm
       6. Bore 3.991" - 4.001"
       7. Compression Ratio 9.6-1
       8. Block Casting Number 10243880
       9. Deck Height 9.025" +/- .001"
       10. P/N 14088533 1053 steel crankshaft
       11. Crankshaft Forged Steel
       12. Crankshaft Casting Number 14088532
       13. Piston Type Cast Aluminum Hi-Silicon Alum
       14. Piston part # 88958603/604
       15. Diameter 3.998" - 3.999"
       16. Valve Relief Type 4 reliefs
       17. Dished Flat
       18. Piston Weight 533 grams
       19. Piston Pin Weight 159 \* grams
       20. P/N 10108688 PM rod
       21. Connecting Rod Length 5.7"
       22. Connecting Rod total wt +/- 10.0 grm 604.15 Grams
       23. Connecting Rod Upper End 180.3 Grams
       24. Connecting Rod Lower End 424.1 Grams
       25. Camshaft P/N 10185071
       26. Camshaft Type Hyd Hyd Roller Hyd Roller
       27. Camshaft Lift (int / exh measured @ valve).474" / .510"
       28. Camshaft Lobe Lift: ( int / exh).316" / .340"
       29. Duration @ .050" ( int / exh) 208 / 221
       30. Camshaft Lobe Centerline 112 degrees
       31. Rocker Arm Type Stamped Steel Stamped Steel Roller Rocker
       32. Rocker Arm Ratio 1.5
       33. Head Gasket Type Composite
       34. Thickness.051"
       35. Cylinder Head Aluminum
       36. Casting Number 12367712
       37. Valve Sizes 2.00" / 1.55"
       38. Combustion Chamber CC's (+/- 1-2 cc) 62
       39. Intake Port CC's ( +/- 1-2 cc) 205
       40. Exhaust Port CC's ( +/- 1-2 cc) 77
       41. P/N 12496822 intake manifold
       42. Normal Oil Pressures 40 psi @ 2000 rpm
       43. *Note: \* signifies 19258602 engine part specification*
       44. No Deck Surfacing after 1st Rebuild
       45. No Angle Milling of Cylinder Heads to Increase Compression Ratio.
       46. No Modifications to: Crank, Rods or Pistons.
       47. Part number 88958604, must be used as produced. Maximum 2”set back.
       48. Ignition: MSD with Rev-control required. Mounting on right side of dash required. RPM limit will be 6700 rpm.
       49. Carburetor: Holley 650-HP P/N 80541-1 required. No modifications allowed. 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.
       50. Tech staff reserves the right to impound motors for inspection or dyno testing. GM Crate engines with any or all of the following updates will weigh 2825 lbs. Specific updates are; 1.6 rocker arms, Small Harmonic Balancer, Carb Spacer Maximum compression can never be greater than 9.6:1
       51. EXHAUST
           1. Headers allowed on all engines (max retail price $650). Tri-Y not allowed on new cars 2014 forward, cars that presently have tri-Y can use them until 2016, with a 25lb weight penalty, no Merge-Collectors.
           2. Exhaust must exit behind driver. Under car allowed 100-decibel max. Right door exit must be 12 “ max from ground, not point up, and be 95-decibles max. NO custom, one of a kind or homemade headers.
       52. CLUTCH, TRANSMISSION & DRIVESHAFT
           1. Stock transmission with operating reverse gear required. No straight cut gears. Counter gear must be driven by input shaft.
           2. Falcon, Brinn, and Bert transmissions allowed.
           3. Made-for-racing clutch required. Two disk 5 ½” minimum. Carbon clutch not permitted.
           4. Steel or Aluminum drivesshaft minimum diameter 2½”. Safety hoop required on front half of driveshaft.
           5. Containment hoops (1 required), constructed of a minimum 0.1875” thick steel is mandatory and the forward hoop must be 4” minimum behind the front yoke.
           6. Bell housing must have a minimum 2 ½” hole at bottom (to allow a clear view of the clutch).
           7. Only standard material clutches allowed. No Slipper or Centrifugal clutches allowed.
           8. No bottom load transmissions.
           9. Must have at least two forward and one reverse working gear.
           10. Must be self-starting.
       53. RADIATOR/COOLING
           1. Metal radiator mounted in front of engine, between frame horns.
           2. Fan protection and overflow tank located in engine compartment required.
           3. Water pump must be stock type in stock location.
           4. Antifreeze is not allowed.
    5. DODGE SPEC (FORMER CRATE) ENGINE
       1. 1)  Rev limiting required 6700 rpm.
       2. 2)  Carburetor: Holley 650-HP PIN 80541-1 required.
       3. 3)  Maximum CID 367
       4. 4)  Must conform to the following dodge crate engine specifications
       5. 365 cubic inches – 4.030 bore – 3.58” stroke
       6. Standard stock 360 cast iron block
       7. 415 hp @ 5900 rpm with holly 650 hp & try y headers
       8. 10.5: 1 compression (nominal)
       9. Scat cast crankshaft stock weight
       10. Mahle forged pistons with floating pins
       11. SCAT forged steel cap screw connecting rods PART # 2-1CR6123-2124
       12. Hydraulic flat tappet camshaft comp cams part #20-000-5  grind # crs 5201/5201 h 108.gross lift with 1.6 rocker ratio .500 inches. [Duration @ .050](mailto:duration@.050) int 224 ex 224.
       13. Double roller timing chain set
       14. High-performance 8-quart rear sump circle track oil pan Moroso # 381
       15. Edelbrock performer aluminum heads with 2.02" intake valves and 1.60" exhaust valves. Part# 61769
       16. 1.6: 1-aluminum rocker arms chevy type single bolt mount.
       17. Indy aluminum intake manifold part # 360-3R 4150
       18. MSD billet distributor
       19. Dodge aluminum valve covers
       20. Dodge racing water pump
       21. Dodge high volume oil pump
       22. Engine is internally balanced

# FORD SPEC (FORMER CRATE) ENGINE

* + 1. 1)  Rev limiting required 6700 rpm.
    2. 2)  Carburetor: Holley 650-HP PIN 80541-1 required.
    3. 3)  Maximum CID 355
    4. Must conform to the following Ford crate engine specifications.
    5. 347 cubic inches - 4.030" bore - 3.400" stroke
    6. BOSS 302 race block.
    7. 415 hp @ 6000 rpm 400 lb-ft @ 4900 rpm (with headers, and a 650 CFM Holley carburetor not included)
    8. 10:1 Compression ratio (nominal)
    9. SCAT forged crankshaft stock weight
    10. SCAT forged steel cap screw connecting rods stock configuration.
    11. Mahle forged pistons with floating pins
    12. Hydraulic roller camshaft M-6250-F303, .528'' lift intake and exhaust, duration at .050" is 226 degrees intake and exhaust
    13. Double roller timing chain set M-6268-A302
    14. High-performance 7 quart rear sump circle track oil pan
    15. Ford Racing aluminum "Z" cylinder heads M-6049-Z304DA with 2.02" intake valves and 1.60" exhaust valves
    16. 1.65 ratio roller rocker arms
    17. Edelbrock Victor Jr. intake manifold M-9424-D302
    18. Edelbrock Water Pump
    19. SFI approved balancer
    20. MSD billet distributor
    21. Ford Racing polished aluminum Circle Track valve covers M-6582-CT
    22. High volume oil pump
    23. Engine weight as equipped is 431 lbs. (includes 7 quarts of oil)
    24. Competes directly with the GMPP "604" crate engine.
    25. Engine is internally balanced, "0" balance flywheel required
    26. Flywheel is not included INSTALLATION NOTES: See engine installation and tuning tips on page 40. Some or all of the following items may need to be changed from your original engine or modified for proper installation:
    27. This engine has a rear sump performance oil pan and pickup, regular rotation timing cover and regular rotation water pump, and non-EFI valve covers. Depending on your application, a different timing cover, water pump, performance oil pan and pickup may be required. See installation notes
    28. Fuel pump eccentric M-6287-B302 installed, allows use of mechanical fuel pump
    29. A standard rotation water pump.
    30. The damper M-6316-C351 with counterweight removed, may require a spacer for pulley alignment ·  see page 85.
    31. Firing order 1-3-7-2-6-5-4-8 (5.0L HO and 351W order).

1. CARBURETOR CONCEPT ENGINE ONLY
   1. Holley 4412-2 bbl.
   2. Body of Carbs: No polishing, coating, grinding, or drilling of holes allowed.
   3. 2)  Gasket surfaces may be machined for improved sealing. The choke may be removed, but all screw holes must be permanently sealed. Choke horn may not be removed.
   4. Boosters may not be changed including any additional holes. Height, size, and shape must remain standard and unaltered.
   5. Venturi area must not be altered. Casting ring must not be removed. Base plate must not be altered in shape or size.
   6. All carburetors will have 2 return springs.
2. BUTTERFLIES
   1. Must not be thinned or tapered. Screw ends may be cut even with shafts, but screw heads must remain standard.
   2. Throttle Shafts: Shafts must remain standard and must not be thinned or cut in any manner. Metering block may be plugged, no additional holes allowed, must remain stock appearing for carb style, no aftermarket blocks permitted.
   3. Any attempt to pull outside air other than straight down through the venture is not permitted. Jets may be changed. No dial-a-jet devices. No addition of any material, such as epoxy, may be added to carb or parts except to seal vacated external screw holes.
3. FUEL & FUEL CELL
   1. Fuel cell complete with 1/8” steel can, interior bladder, foam baffle and rollover valve required. No deflector plates.
   2. Fuel cell must be mounted behind rear axle, between frame rails.
   3. Over-Tail chassis – maximum 15 gallon capacity (25”x18”x10”) and must have ASA bar.
   4. Bottom of fuel cell must be at least 10 inches from the ground.
   5. Filler must be accessed through deck lid. Filler spout may be extended, but not connected to bodywork.
   6. All vents must be valved to eliminate leakage.
   7. Aeroquip or equivalent gas line required. Routing must be outside of cockpit and protected from damage.
4. BODY & APPEARANCE
   1. Five Star, ARP or equivalent template short track late model body only, subject to tech inspector scrutiny
   2. Minimum roof height 47".
   3. Spoiler: Single plane, 5"(measured from deck plane) x 60"(measured across rear) max.
   4. Deck height 34.5” max.
   5. Minimum ground clearance of body including nose and rocker panel is 4”.
   6. All windows must be of Lexan. 12” max vent (wing) window.
   7. No venting cockpit air allowed. 2 – 3” maximum diameter hoses and ducts allowed for driver cooling.
   8. Air box between nose and radiator may have no pieces wider than radiator. NO under body air deflectors or panning allowed. All air for ducts and cooling must be pulled from radiator box.
   9. Weight penalties may be assessed for bodies not conforming to Five Star guidelines, dimensions, and/or templates.
5. WEIGHT
   1. Limited Concept Engine – 2850 2825 lbs. Chrysler over 365 – 2870 lbs.
   2. GM Crate Engine with RPM Rev-control – 2750 lbs.
   3. GM Crate Engine with updates and RPM Rev-control – 2825 lbs.
   4. Ford crate spec engine w/t RPM rev control -2825lbs
   5. Dodge crate spec engine w/t RPM rev control-2825 lbs
   6. LaCrosse 9 to 1 iron intake & exhaust, conventional springs, GM brakes – 2825 2800 lbs. (LaCrosse shock rule applies)
   7. Dells/Slinger approved LS 5.3L SPEC Engine – 2850 lbs. on a trial basis for 2014
   8. Rear axle 51% and left side 58% maximum percentages apply at all times. All weights include driver in seat.
   9. Ballast must be painted white, lettered with car number and be readily available for less than $4 per pound.
6. WHEELS & TIRES
   1. Aftermarket made for racing, steel wheels required. 15” x 8” maximum.
   2. Bleeder and/or pp off valve devices are not permitted.
   3. Approved Big 8 Series Tires required. Hoosier 800
   4. Chemical treatment of tires (softening) not permitted.
7. TOW HOOKS: Tow hooks on front and rear required.
8. BATTERY
   1. 12-volt systems max. Batteries must be securely mounted ahead of rear axle, away from fuel cell and lines.
   2. Batteries in driving compartment must be in approved sealed battery box.
   3. Battery (negative post) disconnect switch recommended.
9. ELECTRONICS:
   1. Radio frequencies must be registered with the tech officials.
   2. Video recording from car, limited to 1 track viewing camera only.
   3. Data recording/acquisition not permitted.
10. PENALTIES

The chart below will be applied for violations as shown. Once a penalty has been applied, a subsequent violation will be counted as 2nd offense, etc., regardless of category. Also, on championship night, manipulation of this system to improve your position in the point standings will not be allowed.

Weight lbs lite Points Fine

1 to 5 1st offense Warning 0

2nd offense 2 points 0

3rd offense 5 points $50

6 to 25 1st offense 2 points $25

2nd offense 10 points $50

3rd offense 20 points $75

Over 25 1st offense 2 points DQ

Left or Rear% Points Fine

0.1 to 0.2% 1st offense Warning 0

high 2nd offense 2 points 0

3rd offense 5 points $50

0.3 to 0.5% 1st offense 2 points $25

high 2nd offense 10 points $50

3rd offense 20 points $75

Over 0.6% 1st offense 20 points $75

high 2nd offense DQ DQ

Track Points Fine

1/16 to 1/8” 1st offense Warning 0

wide 2nd offense 2 points 0

3rd offense 5 points $50

3/16” to ½” 1st offense 2 points $25

wide 2nd offense 10 points $50

3rd offense 20 points $75

Over ½” 1st offense 20 points $75

wide 2nd offense DQ DQ

**CAR SPECIFICATION SHEET**

ENGINE TYPE

TRANSMISSION TYPE

SEAT BELT MANUFACTURE DATE

HELMET TYPE AND SPEC.

HEAD AND NECK RESTRAINT SYSTEM

FUEL CAP HAS GROUND WIRE

REV LIMIT CHIP USED

BRAKES USED

MINIMUM POST RACE WEIGHT