



## **GENERAL RULES**

(Revised February 24, 2012)

### **FOREWORD**

For over 47 years, Elko Speedway has provided highly competitive racing entertainment to Midwestern stock car racing fans. One of the tools we use to keep racing affordable – yet challenging – is the Elko Speedway Rule Book. It contains rules, specifications, and procedures that govern the events at Elko Speedway. The Staff and Management at Elko Speedway wish you a successful, fun, and rewarding year of racing. . . .

THANK YOU!

### **PREFACE**

The rules set forth in this book shall be effective for the Elko Speedway racing season. Management reserves the right to amend, alter, suspend, delete, or supplement these rules as conditions warrant. It is the Racer's responsibility to be aware of changes. Racers are expected to read and understand the Elko Speedway Rule Book. Any questions shall be directed toward Elko Speedway Officials. The purpose of these rules is to provide orderly conduct of racing events and to establish acceptable requirements for such events. Like any other sporting event that depends on fan support, there is a great deal of showmanship and public relations required. The Management at Elko Speedway will strive to start the races on time, while running the events in a professional manner. Brightly painted racecars, proper uniforms and attire, as well as the honorable conduct of competitors, both on and off the track, must be established. Your cooperation is greatly appreciated.

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Elko Speedway Tech Line 612-282-4370 or Office 952-461-7223

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## **SECTION 1 – SAFETY AND INCIDENT REPORTING**

Racing is an inherently dangerous sport. This applies not only for the driver, but the entire team. If we work together and follow a few of these simple rules, we can reduce the safety hazard. No expressed or implied warranty of safety shall result from the publications of or compliance with these rules and 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, etc.

A. Each person must follow the sign-in procedure as dictated by pit gate personnel. You must sign a liability release waiver and shall receive a pit pass and/or wristband. The pit pass and or wristband must be displayed so that it is visible at all times.

B. Each driver must inspect the racing surface and track area to learn of any defects, obstructions, or anything, which in his/her opinion is unsafe. Any unsafe conditions should be reported as soon as possible to the Race Director. Any driver participating in any event is considered to have inspected the track and found all conditions satisfactory. This further indicates that he/she is aware that auto racing involves risks and he/she assumes these risks with full awareness and knowledge.

C. Elko Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts. Elko Speedway also assumes no responsibility for any tow vehicles, cars, trucks, equipment, four wheelers, go-carts, mopeds etc., on the grounds at anytime.

D. When in the pit area, maintain a constant watch for your own protection. If you, a crewmember, or any of your pit personnel are involved in an incident or injured, you must advise the Race Director or Chief Steward immediately so that necessary reports can be filed. No medical claims will be considered unless reported prior to leaving the speedway property that day. The below must be done before you leave the speedway.

If you are unable, your crew must be responsible for this report.

1. Contact the rescue vehicle, safety crew, security, or an Elko Speedway Official.
2. Give a full report.
3. Turn in your pit pass stub to the Chief Steward.

E. If involved in an incident on the track, seek a place of safety in the infield. Following the disablement, you must stay in your car! DO NOT get out and inspect the damages, unless there is a fire, etc.

F. Pits crews, car owner, family and personnel related to any car are not allowed on the track following an accident or injury, unless requested by an Elko Speedway Official.

## **SECTION 2 – CONDUCT AND DISCIPLINARY ACTS**

A. Responsibilities of the driver and crew are addressed in the NASCAR Rulebook and prevail, if not covered in Elko Speedway's general rules. In case of conflict, Elko Speedway rules take precedence. The NASCAR rulebook may dictate fines and/or penalties for an offense, or any violation of conduct, race procedure, or general rules, and may be implemented per the NASCAR Rulebook to all participants, (NASCAR members and non-members), at the discretion of Elko Speedway.

B. At anytime the display of any type of weapon or threat of bodily harm, on or off the racetrack, may result in permanent suspension for the entire racing crew and will result in the arrest of all parties involved. The driver is responsible for the conduct and actions of all people associated with his/her race team (i.e. crew, sponsors, owners, family, and friends).

C. If at any time Elko Speedway Management deems the conduct of any team member or driver a discredit to Elko Speedway or to themselves, he/she may be removed from all racing activity at the speedway. Any continuing problems from the same individual or "team" may result in permanent suspension.

D. Professional, courteous conduct is expected from all participants, at all times. Anyone acting in an unsportsmanlike manner may be permanently suspended, put on probation, or fined depending on the seriousness of the incident.

E. We will not tolerate profanity in front of race fans, profane signs, sexual signs, or anything deemed inappropriate by speedway officials on your car, clothes, etc. Included in this rule, no one (including your associates) is allowed to dispute a decision at the flag stand, with other officials, or the scoring tower. We expect you to look like a professional and act like one. Be clean, uniformed, and respectable.

F. The only people allowed on the racetrack and by the wall are speedway officials. Everyone else must stay away at all times unless requested to assist by an official.

G. The driver shall be responsible for himself/herself, his/her crew, associates and anyone in and around the vicinity of his/her car or pit area.

H. Anyone found guilty of assisting an unauthorized person into the pit area or letting an unauthorized person use their pit pass will be ejected from the property, pending fine and/or suspension.

### **SECTION 3 – MINORS IN THE MOTOR PITS (COMPETITORS AND NON COMPETITORS:**

NOTE: Any untruths given on form could result in insurance non-coverage

A. Anyone who wishes to enter the motor pits must be at least 14 years old.

B. Anyone under the age of 18 must have a completed Minors Release form signed, witnessed, and on file before entering the motor pits. In the event that the entrant is under 18 or the document is not signed by all parties in front of an Elko Speedway employee, the document must be notarized. Proof of age must be provided, (Drivers license or picture ID). This release is a liability waiver that the minor's parent or guardian must sign, recognizing the danger and risk that could result in injury.

C. Minors competing in any Division must submit the appropriate forms.

D. Call or write us and get your release in advance. Release forms may also be found in the Competitor Section of our website at [www.elkospeedway.com](http://www.elkospeedway.com).

### **SECTION 4 - ROOKIE STATUS:**

A. You may be considered a rookie in your division if you properly REGISTER as a Rookie AND meet one of the following requirements:

1. You are a first time racer in your division and have not raced in another division that would be considered a higher division by Elko Speedway Officials. This includes Elko Speedway or any other racing facility.

OR

2. You were considered a rookie in the year prior in accordance with the above criteria but did not race in more than 6 of the scheduled events, allowing you to maintain Rookie Status for the following year. You may only apply this scenario once before losing rookie status.

B. Rookie of the year will be determined by the total year long points.

## **SECTION 5 – DRIVER ELIGIBILITY, RACE CAR SUBSTITUTIONS, LICENSES AND MEMBERSHIP**

A. A NASCAR license is highly recommended for anyone entering the motor pits for NASCAR sanctioned race events. There are many benefits to NASCAR members. Benefits will be posted concerning NASCAR memberships.

B. Elko Speedway 10 or 15 punch card or hard cards may not be used for special events (i.e., Thunder Car Nationals, Eve of Destructions, Dirt Nationals, Enduros, ASA Midwest Tour, etc.)

C. Divisions that run at Elko Speedway require a minimum of an Elko Speedway driver/car# registration to be filed, including applicable fees, with the Elko Speedway office before being allowed to enter into competition.

D. Co-Drivers are not allowed. Driver substitutions are not allowed. Any change of Drivers during the race will result in automatic disqualification of both Drivers and loss of prize monies, trophies, points, etc.

E. A driver is permitted to drive in more than one division/class but must pay multiple pit entry fees.

F. Race Car substitutions are permitted.

1. If the race car substitution occurs prior to the heat or feature. The Driver will start at the rear of the field for that race. The next race, the Driver will take the normal starting position.
2. Substitute race car must be from the same class/division.
3. If the substitute race car comes from another competitor, the points, monies, etc. stay with the respective Drivers from the time of the substitution.
4. If the substitute race car is in a division that has a tire rule, the tires must go with the driver. In other words, the tires must be changed.
5. No substitution of race cars during a race.

G. All licenses, memberships, registrations and passes are non-transferable.

H. **NASCAR SANCTIONED DIVISION:** Super Late Models, Sportsman, Thunder Cars, Power Stocks, and Mini Stocks.

1. Drivers in NASCAR Divisions are required fill out an Elko Speedway Driver Registration Application and a NASCAR Competition
2. Membership and License Application. You will not begin to receive Elko or NASCAR points until the NASCAR Application has been paid and submitted.
3. Drivers between the ages of 14-18, are required to submit a fully executed NASCAR Addendum "A" and the Annual Minor Release Form (The NASCAR Addendum "A" can only be acquired thru the Elko Speedway office).
4. As a crew member we recommend that you apply for a NASCAR Competition Membership and License Application. If you are between the ages of 14-18, you are required to fill out the NASCAR Addendum "A" and Annual Minor Release Form.

## **I. INEX SANCTIONED: LEGEND DIVISION**

1. If you wish to compete as a driver in this division you must have an INEX license application AND a NASCAR license. Minors must also fill out both INEX and Annual Minor Release (see Minors).
2. You will not receive Elko or INEX points without showing proof of membership.

## **SECTION 6 – GENERAL SPEEDWAY RULES**

A. Elko Speedway reserves the right to determine the intent of all rules and regulations contained in this rule book or of its amendments.

B. Elko Speedway reserves the right to make changes, adjustments, and modifications without notice in the interest of safety, better competition, the weather, or other circumstances.

C. Elko Speedway is private property. Any person(s) on this property without the permission of the Owners or Management are guilty of trespassing and subject to the penalties prescribed by law. Through your registration you are given permission to be on this property in conjunction with your racing activity only. However, Elko Speedway reserves the right to revoke and cancel this permission at any time it is felt that your presence or conduct is not in the best interest of auto racing, your fellow competitors, fans, ownership, management, or employees of Elko Speedway.

D. No one is permitted to sell, distribute, etc., any merchandise, services, fliers, information, etc., on the race track property without the express written permission of Elko Speedway.

E. Although every effort has been directed toward complete, understandable and correct rules however, Elko Speedway cannot possibly anticipate every situation, circumstance, or interpretation. Any situation not specifically covered herein will be acted upon by Elko Speedway and its decision is final and binding.

F. Exceptions to the rules and specifications may be made on a temporary basis at the discretion of the Speedway Officials.

### **G. RESERVED PIT STALLS:**

1. Reservation of pit stalls is good for NASCAR All-American Series point's events only.
2. Elko Speedway reserves the right to re-assign pit stalls when circumstances warrant. Pit stalls are non-transferable.
3. Reservation of pit stall does not constitute ownership. Elko Speedway may reassign unused pit stalls at the discretion of management.
4. If you do not have a reserved pit stall, stalls can be rented nightly at the pit sign-in building for \$25.00 per night plus tax. You are not allowed to park on a pit stall if you have not paid the appropriate reservation fee. See the track steward for other areas to park. Traveling divisions are allowed to use open pit stalls when they are visiting.

### **H. ISSUANCE OF CAR NUMBERS:**

1. Car numbers are issued on a first come, first serve basis and once that car number is issued, that Driver can use that number all year.
2. Drivers can keep their same number if you purchase a 10 or 15 punch card or yearlong pit stall.
3. If the Driver does not purchase a 10 or 15 punch card, season pass or a yearlong pit stall, that car numbers goes back into the pool of available numbers and will be reissued on a first come, first serve basis.

## **I. RAIN POLICY:**

1. In the event of rain, regardless of where the program has to be stopped, the racing events completed will be paid according to the payoff and points issued accordingly.
2. A single race will be considered complete if more than one-half of the scheduled laps have been completed. Any uncompleted events will not be paid regardless of whether or not rain checks have been issued to spectators. Pit passes (if rain checks have been issued) will be good towards the next scheduled All-American Series racing event.
3. There is no transferring of pit passes or wristband. The 10 or 15 punch cards or season passes do not have a rain policy provision.

## **SECTION 7 – GENERAL RACE CAR RULES – APPLIES TO ALL DIVISIONS**

**SAFETY REQUIREMENTS - IT IS THE RESPONSIBILITY OF THE DRIVER - NOT NASCAR, TRACK OFFICIALS OR ELKO SPEEDWAY - TO ENSURE THAT HIS/HER CAR AND ALL COMPONENTS ARE NASCAR-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED AND IS IN SAFE OPERABLE CONDITION.**

A. Drivers should wear a full face helmet.

B. NASCAR approved head and neck restraint systems are highly recommended (refer to current NASCAR All-American Series Rule Book for approved helmet and head and neck restraint systems section 20J-17.1 B.).

C. All Drivers must be protected with a flame-retardant driving suit, gloves, and shoes at all times when on the track. It is strongly recommended that a fireproof balaclava be worn.

D. A NASCAR approved window net is mandatory. A seat belt buckle type fastener must be placed on the outer upper left corner of the window. Nets must fall down when released.

E. Onboard fire extinguisher required for Super Late Models and is highly recommended for all other divisions.

F. It is the Driver's responsibility to obtain a pre-race season minimum equipment sticker. The Driver must make sure this is issued before the car is practiced or entered into competition.

G. The track management, staff or any employee's of Elko Speedway will in no way, implied or otherwise be responsible for the safe condition of or construction there of any race car or component used in competition or on the track property.

H. All seats should have padded side protectors and padded aluminum seat leg extensions on the left and right side.

I. A padded headrest should be used.

J. All roll bars and other hard surfaces around driver's seat should be padded with impact absorbent material.

K. Each car should be equipped with a NASCAR approved seat belt restraint system.

L. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

M. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not

affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.

N. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.

O. All cars, except Big 8 and Late Model, are to have the exhaust exit beneath the car. (Not out the side.)

P. Decibel limit for each car is 100DB, measured from the middle of the grandstand.

**Q. TIRES:**

1. Elko Speedway officials will perform several tech tasks to insure tires have not been altered. This may include the impounding of tires. Drivers with tires that have been altered will be fined \$500.00 for the first offense and \$1,000.00 for the second offense, disqualified from the current event with the loss of points and prize monies and also will be suspended from the next racing event. If a competitor is found using altered tires on the last night of competition, the Driver will be disqualified from that event and the event prior and no points or prize monies will be awarded.
2. Elko Speedway will pay a cash reward of \$500.00 to anyone who provides information leading to the apprehension of an Elko Speedway competitor that is altering tires.
3. Elko Speedway has a mandatory spec tire for ALL DIVISIONS. Call the Tech number or check in the tire building for the specified tires in your division.
4. Elko Speedway has a one tire a night rule for Super Late Models, and Big 8. (See Section 20- 2012 Tire Rule)

**R. WEIGHT – BALLAST:**

1. Minimum weight must be reached at the completion of any event, at anytime, with driver strapped in, steering wheel in place, helmet on, and hands on steering wheel. Adjustments may be made for laps and fuel burn.
2. All ballast must be mounted to frame structure, not floor pan or firewall. Ballast must meet ground clearance rules.
3. All ballast must be painted white and display car number.
4. No ballast mounted in driver's compartment.
5. Loss of ballast will result in a minimum fine of \$50.00.
6. A minimum of 25 lbs will be added to base weight (all classes) to any car using light weight bolts

**S. FUEL SYSTEM / CARBURETION:**

1. All cars competing at Elko Speedway are required to use the track specified fuel only. Details will be posted.
2. Gasoline shall not be blended with any alcohols, ethers, or other oxygenates, aniline or its derivatives, nitrous compounds or nitrogen containing compounds.
3. Fuel samples will be taken regularly by the track officials.
4. Cars must have an in-line fuel shut-off valve at the fuel cell, clearly labeled and accessible by on-track Officials and Safety Crew.
5. Steel fuel line or equivalent mandatory from fuel cell to engine fuel pump. (Aeroquip fuel line with braided steel outer casing is equivalent type)
6. Fuel line must have a fuel vent check valve.
7. No fuel lines in driver's compartment and no hidden fuel lines. No additional fuel reservoirs, pressure equalizing systems, or fuel coolers.
8. Stock type fuel pumps only.
9. Double throttle return springs working from two separate locations mandatory.



#### **T. COOLING SYSTEM:**

1. Any production, single radiator mounted in front of the engine.
2. Fan shroud mandatory.
3. Radiator overflow mandatory. Must be securely mounted in engine compartment. Overflow exit must remain in engine compartment.
4. No anti-freeze. If found using anti-freeze penalty of \$25 for the first offense and \$100 for the second offense.

#### **U. ELECTRICAL SYSTEM:**

1. No onboard computers, data acquiring processors or device related wiring harnesses. No traction control devices.
2. All cars must have ignition master kill switch, either toggle switch or push/pull, marked in red, with white background, within reach of driver, and within reach from the outside of car by the officials or safety crew.

#### **V. APPEARANCE:**

1. All cars will be required to be neat in appearance. No abusive, obscene sayings or pictures will be tolerated.
2. All cars must have one 20" number on each door, one 20" roof number (readable from right side of car), and one 4" number on upper right hand corner of windshield. Number decals are acceptable if legible. Cars without numbers or with illegible numbers may be placed at the rear of the field and/or may not be scored.
3. All car decals must follow the general format indicated on the guideline handout that is included with the sticker pack that you receive at the beginning of the season.
4. The space at the top center of the windshield must display the division sponsor decal. All prize money and points will be held by Elko Speedway until the car has met this requirement.

### **SECTION 8 – INSPECTION**

A. All cars must be inspected by one of the track officials and be issued a signed and dated inspection sticker prior to first race. This is the sole responsibility of the Driver.

B. NOTE: The fact that the car was allowed to compete in a previous event or issued an OK TO RACE sticker is no guarantee that the car is legal or safe. In addition, any car which is altered during a race to the extent that the car is made illegal, after first being inspected and found legal will be severely dealt with.

C. The method and time of inspection (including protests) will be determined by Elko Speedway who may seal, mark, or impound the car or item for inspection purposes.

D. All weighing and measuring devices used by Elko Speedway Officials are the standards which will determine an engine or car's legality.

E. Elko Speedway is geared toward close competition. Any use of illegal equipment in violation of the rules will result in the confiscation of such equipment plus possible fines, loss of prize monies, trophies, points and/or suspension of car and driver. If in doubt about the legality of any part, please ask before buying it. If the legality of a part is in question, the burden of proof rests with the driver to provide satisfactory and concrete factual evidence establishing the origin and legality of the part.

F. In order to be as certain as possible in regard to cars, parts, tires, etc are within the intent of the rule, Elko Speedway may impound anything for hours or days to make the best decision based solely on Elko Speedways benefit.

G. All cars, except Mini Stock, must have a 3/4" NPT (or larger) Inspection Hole in the oil pan that will allow a clear view of the crankshaft and connecting rod.

## **SECTION 9 – COMPETITOR'S REQUEST TO INSPECT**

1. Driver must be competing in the same division on the same night.
2. Must be green cash – must be made within 10 minutes after event.
3. Inspection Prices – Heads \$500, Crank \$1000, Intake \$250, Transmission \$250, Cubic Inch and Compression \$250.
4. If Claimee is legal – Claimee keeps all money. If Claimee is illegal, the Claimer gets back 75% of the money the track keeps 25%. This is to discourage spite claims.
5. Once claim is made, the track will impound the particular component and make sure it is completely legal. This may be an hour or days depending how long it takes to make a correct decision.
6. Legal parts will be returned to Claimee. Illegal parts will be kept by the track, put on public display and destroyed.
7. No sabotage by Claimee. \$500 fine if this occurs.

## **SECTION 10 – RACE PROCEDURES**

A. Elko Speedway Management and Officials will establish the length, frequency and administration of all events and programs and when their decision is rendered, it is final and binding. This includes the cancellation or stopping of any race/event that is decided to be untimely.

B. Elko Speedway only wants cars that are here to compete. This means no show-up cars. If Elko Speedway officials determine that a race car is there for car count or start pay only, no pay or points will be awarded and no refunds on entrance, tires or licenses.

C. Any competing vehicle whose speed has reduced to a point where it causes a safety problem or retards the track activity will be removed from the racing surface at the option of the Officials. In all classes any driver whose speed has caused them to be two (2) laps down will be parked. If you do not adhere to the call, you will be black flagged and disqualified with no points or prize monies.

D. All flags or calls are based on the best judgment of the Official or Officials within the time necessary to make the call. Since some calls are a judgment on the part of the Officials and, although they always try to make the correct decision, sometimes they may make an error. Our racing is hobby racing and let that control the situation, not anyone's temporary emotions.

E. As a general rule, once the flagman has given the one lap to green signal, the green flag will be displayed the next time around. If the start is not acceptable, the yellow flag will be displayed before one lap is completed, and a complete restart will be done.

F. If one driver is the cause of two consecutive false starts, that driver will be put to the rear of the field.

G. The general rule is for the slow cars to stay down low on the track while the faster cars pass on the outside of the track. In rare cases, a car can pass on the inside; however, if that car cannot pass the other cleanly and down one straightaway, he/she should pass on the outside.

H. Rough driving will not be tolerated, including driving in a reckless manner that causes an accident either directly or indirectly. Any competitor not obeying this rule will be sent to the back of the field, given a one lap penalty or disqualified.

I. Cars stalling or spinning out on their own, causing a caution flag, will be placed at the rear of the field the first time, and will be disqualified from the event if repeated. Any competitor intentionally spinning or stalling on the track to cause a caution will be disqualified.

J. If a driver spins in the infield, he/she can re-enter the race but must do so in a cautious manner and merge into the field in a safe manner, so as not to interfere with the other cars on the track.

K. Any driver intentionally driving on the track or in the pits in such a manner as to endanger others cars or persons, may be disqualified and/or fined, and also may lose points and money awarded for that event.

L. There is a 15 mph or less speed limit on driveways and in the pit area. Driveways must be kept clear at all times.

M. On a restart, cars line up in position of the last fully completed lap before the caution flag came out. A lap may be considered to be complete if more than half the cars have crossed the finish line before the caution flag was displayed. Cars unable to continue only because of a blocked track will be allowed to return to their racing position. Any car unable to continue on their own and immediately proceed to the start finish line will be placed at the rear of the field. The car or cars that caused the caution, if determinable, will be placed to the rear of the field. All cars not involved in the accident must proceed cautiously.

N. Restart Procedures: Power Stock, Thunder Car, Mini Stocks, Big 8, Super Late Models and Legends feature race restarts will be lined up double file order per the following:

- Once cars are single file and in correct running order, the flagman will signal for the double wide restart. The race leader will have the choice to go to the inside or outside, with the remaining cars following opposite of each other to fill (Example: If the leader takes the inside, 2nd car goes to outside pole, 3rd car to inside of 2nd row, etc. OR if the leader takes the outside, 2nd car takes inside, 3rd car takes outside 2nd row, etc.) If the Race Director determines that double file restarts are not working. He may switch the restart to single file.

O. Cars involved in an accident due solely to an engine or radiator blowout of oil or water onto the track will be given their position back if they are still running and have not left the track. Any work performed to a car on the track by its pit crew without permission will result in an automatic disqualification from that race.

P. Pit Stops – Pit Stops are not allowed in Heat Races. This applies to all divisions.

- Officials or anyone on track or infield are not allowed to touch cars.
- Pitting on yellow, car must go to rear of field on re-entry. Any driver getting out of the car during a yellow or red flag, unless directed by an official, will restart the race from the rear of the field.
- Stop-and-go Official must be obeyed at all times.
- 15 MPH maximum speed in the pits, no matter what.

Q. Cars must be moving and in line when the track is cleared and the pace car is moving. Failure to stay in line behind the pace car could result in a penalty (restart at the end of the field). Consideration will be given to cars who stop to “cool down” or save fuel.

## **SECTION 11 – RACE FLAGS**

### **Green Flag – Start of Race**

- All cars must maintain position until the green flag is displayed (Nose to Tail). All starts and restarts will begin immediately when the green flag is displayed. In case of an accident before the first lap is completed, the cars will be lined up two abreast in their original

starting position, with the exception of those causing the accident that will be lined up at the rear of the field. If a car attempts to pass on the inside (to the left) before the start/finish line on any start or restart, they will be penalized. The penalty for the infraction will be assessed by the Race Director.

### **Blue Flag with Diagonal Yellow Stripe – Passing Flag**

- The blue flag with the diagonal yellow stripe signifies that the fast traffic is overtaking the car being signaled. Cars being given this flag must prepare to yield to overtaking traffic.

### **Green Flag with Two Parallel White Stripes – Lane Choice**

- When the green flag with two parallel white stripes is displayed, any driver being challenged must:
  - 1) Choose a lane either high or low on the racetrack
  - 2) Must remain in that lane for as long as you are being challenged
  - 3) Not obeying the lane choice flag may result in penalty and/or possible disqualification

### **Yellow Flag – Caution**

- The yellow flag signifies caution and this flag will be given to the first car passing the starter immediately following the occurrence of the cause for the caution. When the yellow flag is displayed, all cars, regardless of their location on the track, will slow down and maintain position with respect to other cars. In the event a caution car is used, no car may pass the caution car unless directed to do so by an Official in the caution car. Any cars pitting under a yellow flag must fall to the rear of the field when re-entering the track. Any driver getting out of the car during a yellow flag, unless directed by an official, will restart the race from the rear of the field.

### **Red Flag – Race Stop**

- The red flag means that the race must be stopped immediately regardless of the position of the cars on the track. Any driver getting out of the car during a red flag, unless directed by an official, will restart the race from the rear of the field. Any car moving during a red flag, unless directed by an official, may be disqualified. Any car leaving the race track during a red flag may be disqualified.

### **Black Flag – Consultation**

- Go immediately to the scale area in the motor pits. An Official there will tell you what the problem is. It does not mean automatic disqualification. If you do not obey the black flag, the Director of Competition or Chief Steward, at his discretion, may discontinue scoring the car being displayed the black flag and points and purse will be altered accordingly. If a car is black flagged for leaking fluid or smoking it must be fixed and re-inspected by an official before going back on the track. Failure to be re-inspected could mean disqualification from that and/or all remaining events for that night. If you receive the black flag for a minor infraction such as leaking fluids on the track and/or smoking and you don't return to the race, you will be scored in the position according to the number of laps you have completed for that race. If you receive the black flag for a major infraction, you may be scored last place points and/or last place money or be disqualified. You may also be put on probation, suspended, fined or a combination of the previous mentioned.

### **White Flag – One Lap to Go**

- When the white flag is displayed it means the leader has started his/her last lap for the completion of that race. In the case of an accident where the yellow or red flag is displayed after the white flag has been displayed, but before the race is complete, the race will be relined in the order according to the last completed lap and the event will be restarted with two laps remaining (green flag lap, white flag lap, then checkered flag).

### **Checkered Flag – End of Race**

- When a checkered flag is displayed, and the lead car has crossed the start/finish line, it means the race is completed. When the required race distance has been completed by the lead car, the race will be declared “official”. The driver receiving the checkered flag first in any feature race must bring his/her car to the starting line or designated area and remain there until released by the Track Official.

### **General Flag Information**

- A call for a flag by the Race Director, other than what the flagman might be displaying or what the track lights are displaying, takes precedence over what is being displayed on the track. An example of this would be if there is an accident and the Race Director calls for a yellow flag (Caution), and the flagman is displaying the checkered flag and the track lights are green, and this happens prior to the lead car crossing the start/finish line. In this case the track would be under caution and the race would be restarted with two (2) laps remaining.

## **SECTION 12– AUTOMATIC SCORING SYSTEM**

A. Timing and Scoring: Elko Speedway utilizes AMB automatic timing and scoring in ALL divisions. All cars in each division must run a transponder if they wish to participate in time trials, earn points and prize money in an event at Elko Speedway.

B. You are responsible for making sure that your transponder is functioning. You can check on the internet at [www.mylaps.com](http://www.mylaps.com) under Elko Speedway. We also have mylaps shown on the monitors in the tire building and in the tech garage.

C. If you own an AMB transponder, you will need to register the transponder number with the track when you draw. Transponder numbers are carried over from year to year. We highly recommend you check your number with scoring staff on first practice day. Please notify the Elko Speedway scoring staff of any transponder number changes.

D. If you do not own an AMB transponder, one may be purchased from Elko Speedway or rented on a nightly basis in the Elko Speedway tire building.

E. Sharing of transponders between Drivers is not allowed.

## **SECTION 13 – SETTING RACE LINE UPS**

ALL DRIVERS IN THE SUPER LATE MODELS AND BIG 8'S JOINING US AFTER THE FIRST RACE OF THE 2012 RACE SEASON HAS STARTED, WILL START LAST ALL NIGHT.

### **A. Draw: ALL DIVISIONS WILL DRAW.**

1. It is the sole responsibility of the Driver to find the location of the draw and draw before the draw closes. If the Driver does not draw before the draw closes, the Driver must start in the back of the heat race line up and in the case of time trials, the Driver will time first. Feature line up will be set as designated here later. Generally the draw will close at 5pm. There may be an adjustment to this time for various reasons. No matter what, it is the sole responsibility of the Driver to know where the draw is and what time it closes.
2. The draw will set the starting order for all heat races, except Super Late Models and Big 8's.
3. The Super Late Models and Big 8's will draw for the sole purpose of letting the track know you are here.

## **B. Time Trials and Heat Race Line up Procedure:**

1. Time Trials for Super Late Models and Big 8's will be set by car number. If Time Trials are cancelled for any reason the line up for the Heat Races will be set by a chip draw and two week point inversion.
2. Heat race line ups for all divisions, except Super Late Models and Big 8's will be set by a draw.
3. Heat race line ups for Super Late Models and Big 8's will be set by Time Trial results. The fast qualifier will draw a chip to determine the inversion for the heat. The chips will be numbered 2-12. Example: A 10 is the draw number. The 10th place qualifier will start on the pole for heat 1 and the 9th place qualifier will start on the pole for heat 2. The 8th place qualifier will start on the outside row in heat 1 and the 7th place qualifier will start outside row in heat 2. The 6th place qualifier will start inside of row 2 of heat 1 and the 5th place qualifier will start inside of row 2 of heat 2. The 4th place qualifier will start on the outside row 2 of heat 1 and the 3rd place qualifier will start on the outside row 2 of heat 2. The 2nd place qualifier will start on the inside row 3 of heat 1 and the 1st place qualifier will start on the inside row 3 of heat 2. The rest of the field will start straight up from there qualifying position.
4. Any Driver in the Super Late Model and Big 8 with a 1 week point average will still be able to make the inversion, but will start in the last spot.
5. Any Driver in the Thunder Cars, Power Stocks, Legends and Mini Stocks will start the heat race in there draw position.
6. All heat races will be 8 laps, except for the Super Late Models will be 10 laps.
7. The number of heats will be determined by the car count per class. If there are 11 or less cars there will be 1 heat, if there are 12 to 22 cars there will be 2 heats and if there are 23 or more cars there will be 3 heats.

## **C. Feature Race Line up:**

1. The feature race line up in all divisions will be set by a consecutive 2 week point average, finishing position in the heat races and an inversion from the chip draw. The winner of the 2nd heat will draw a chip. The chips will be numbered 6-12. Example: If the chip draw is an 8 and there were 2 heats. The top 4 finish positions from each heat will be inverted on their 2 week point average. The rest of the field will be set straight up from their finish positions in the heat races.
2. On opening night, we will set the features by the finishing position in the heat races and an inversion from the chip draw. In week 2 we will use total points from the previous week and heat races and time trials (if applicable) of week 2 to determine the features.
3. Any Driver in the Thunder Cars, Power Stocks, Legends and Mini Stocks racing for the first time or that has a 1 week point average will be able to make the inversion, but will start in the last spot.

## **SECTION 14 – 2012 POINTS DISTRIBUTION**

**A. Time Trials:** In 2012 the Super Late Models, Big 8's and Thunder Cars will time trial. Time trial order will be determined by the draw. This will be the very same number drawn for the heat race starting spot.

Time trial points will be as follows:

- 1st Place – 20 pts
- 2nd Place – 19 pts
- 3rd Place – 18 pts
- 4th Place – 17 pts
- 5th Place – 16 pts
- 6th Place – 15 pts
- 7th Place – 14 pts

- 8th Place – 13 pts
- 9th Place – 12 pts
- 10th Place – 11 pts
- 11th Place – 10 pts
- 12th Place – 9 pts
- 13th Place – 8 pts
- 14th Place – 7 pts
- 15th Place – 6 pts
- 16th Place – 5 pts
- 17th Place – 4 pts
- 18th Place – 3 pts
- 19th Place – 2 pts
- All others receive 1 point

NOTE: Cars who do not time trial will receive 0 points.

**B. Heat Race Points:** Heat Race Points will be as follows for All Divisions of Racing:

- 1st Place – 20 pts
- 2nd Place – 18 pts
- 3rd Place – 16 pts
- 4th Place – 14 pts
- 5th Place – 12 pts
- 6th Place – 11 pts
- 7th Place – 10 pts
- 8th Place – 9 pts
- 9th Place – 8 pts
- 10th Place – 7 pts
- 11<sup>th</sup> Place – and down will receive 6 points.

**C. Features:** Feature points for all divisions will be as follows.

- 1st Place – 50 pts
- 2nd Place – 49 pts
- 3rd Place – 48 pts
- 4th Place – 47 pts
- 5th Place – 46 pts
- 6th Place – 45 pts
- 7th Place – 44 pts
- 8th Place – 43 pts
- 9th Place – 42 pts
- 10th Place – 41 pts
- 11th Place – 40 pts
- 12th Place – 39 pts
- 13th on down will receive a minimum of 38 points.

Championship night for the NASCAR All American Series Divisions is September 15, 2012. Championship night for Legends and Mini Stocks will be September 29, 2012. The awards banquet will be October 20, 2012.

## SECTION 15 - SUPER LATE MODEL RULES\*

*\* These rules may be amended at the official's discretion. \**

No additions, subtractions, alterations, or non-OEM type parts allowed unless specifically allowed in the rules.

All body, chassis, suspension & driveline specifications will follow the current ASA Midwest Tour Series rules as they are written on the ASA web site ([www.asamidwesttour.com](http://www.asamidwesttour.com)), with the exceptions written below:

### A. SEAT, SEATBELTS & SAFETY:

1. A fully charged fire extinguisher, securely mounted within the driver's reach, or a fire suppression system is required.
2. See also General Rules for additional safety equipment requirements.

### B. TIRES:

1. Track tires only. (See separate tire rule.)
2. No use of tire softener or altering of the tires in any way.

### C. WEIGHT:

1. Cars will be weighed after their race is completed.
2. See separate weight rule for each car/engine configuration.
3. Cars must meet the minimum weight with the driver in the car.
4. Weights may be adjusted for longer special races.
5. All ballast must be painted white, and have your car number on them. No piece of ballast may be less than 5 pounds. All ballast must be securely mounted to the frame or roll cage only. No ballast may be in the driver's compartment. All weights will be checked on the race track scales with the driver in the car.

### D. ENGINES: Engine Setback:

- Aluminum head GM engines: The center of the forward most spark plug hole may be no more than 2" behind the centerline of the upper ball joints.
- All other engines: The center of the forward most spark plug hole may be no more than 4" behind the centerline of the upper ball joints.

### ACE Engine

1. See ASA Midwest Tour Rules.

### Crate Engine

1. The engine must be sealed.
2. 650 cfm Holley 4 bbl. carburetor only.
3. Only one ignition control box allowed. Maximum RPM is 6300; controlled by ignition chip.
  - a. Raceway Park owned RPM chips may be required at the official's discretion.
4. The ignition control box must be located in the right front portion of the driver's compartment, beyond the reach of the driver, but in plain view for inspection.

### Sportsman Engine

1. Stock bore and stroke configuration.
2. Un-altered cast iron blocks.
3. Maximum displacement:
  - a. GM 358 cu. in.
  - b. Ford 359 cu. in.
  - c. Dodge 368 cu. in.



4. Distributor type ignition systems only. No crank trigger or magneto type ignition systems.
5. 10.8:1 maximum compression ratio.
6. Maximum valve lift .500" flat tappet camshaft measured at the valve.
7. Minimum valve stem size is 5/16" magnetic steel.
8. Unaltered, un-ported Vortec heads casting #906, #062 or #060 only.
9. No angle milling of heads.
10. No chemical or ceramic coatings.
11. Maximum 4-stage dry-sump oil system allowed.
12. Maximum valve size is 1.94" intake, 1.50" exhaust.
13. 750 cfm Holley 4 bbl. Mid-am sportsman type carburetor; model #4779.
14. No Holley HP carburetors.
15. Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may port-match the runners a maximum of 1".
16. No spacers between heads and intake or heads and block.
17. 1.5" inspection plug must be installed in the oil pan, in line with an unobstructed view of a connecting rod.
18. 10" minimum crankshaft height measured from front crankshaft bolt to ground.
19. No small journal, Honda type, connecting rods and bearings.
20. Magnetic steel connecting rods only.
21. Engines with dual-plane intake, 1 5/8" primary tube & 3" collector headers, 7 1/4" minimum diameter clutch, OEM type transmission and 500 cfm 2 bbl. carburetor are allow a 50# weight break.

### **Elko Concept Engine**

1. Stock bore and stroke configuration.
2. Un-altered cast iron blocks.
3. Maximum displacement:
  - a. GM 358 cu. in.
  - b. Ford 359 cu. in.
  - c. Dodge 368 cu. in.
4. Stock type distributor ignition systems only. No crank trigger or magneto type ignition systems.
5. 10.8:1 compression ratio.
6. Maximum rocker arm ratio is 1.7:1.
7. Roller tappet camshaft maximum valve lift is .625" measured at the valve.
8. Minimum valve stem size is 5/16" magnetic steel.
9. No chemical or ceramic coatings.
10. Maximum 4-stage dry-sump oil system allowed.
11. Un-altered, un-ported Vortec heads casting #906, #062 or #060. Max valve size is 1.94" intake and 1.50" exhaust.
12. Un-altered, un-ported Bowtie casting #12480034 only. Max valve size is 2.02" intake and 1.60" exhaust.
13. Un-altered, un-ported Bowtie Vortec head. Max valve size is 2.02" intake and 1.60" exhaust.
14. Maximum chamber size is 64cc.
15. No angle milling of heads.
16. No chemical or ceramic coatings.
17. Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be

measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may port-match the runners a maximum of 1".

18. No spacers between heads and intake or heads and block.
19. Carburetor must be approved. Approved is the Holley model #4412 with a venturi size of 1-3/8" inches and maintaining a throttle bore maximum size of 1-11/16" inches. Also approved is the Dorton model 0-80583-1.
20. No Holley HP carburetors.
21. 1.5" inspection plug must be installed in the oil pan, in line with an unobstructed view of a connecting rod.
22. 10" minimum crankshaft height measured from front crankshaft bolt to ground.
23. 43 lb. minimum crankshaft weight.
24. No small journal, Honda type, connecting rods and bearings.
25. Magnetic steel connecting rods only.
26. Engines with dual-plane intake, 1 5/8" primary tube & 3" collector headers, 7 1/4" minimum diameter clutch, OEM type transmission and 500 cfm 2 bbl. carburetor are allow a 50# weight break.

### **Touring Engine**

1. See ASA Midwest Tour rules for Touring Engine rules.

**Other engine configurations will be dealt with on a case-by-case basis.**

### **E. CARBURETION**

1. See ASA Midwest Tour rules.
2. Any car required to use the Holley 2 bbl. model # 4412, may use a Keith Dorton model #0-80583-1 carburetor.

### **F. FUEL**

1. Track fuel only must be used.
2. Must have a manual fuel shut-off valve at the fuel cell.
3. Refueling must be done by opening the access panel directly in front of the rear spoiler, and filling the fuel cell directly. No exterior fill tubes.

### **G. EXHAUST & MUFFLERS:**

1. Decibel limit for each car is 100 dB, measured from the middle of the grandstand.

### **H. COOLING SYSTEM:**

1. Any Radiator allowed. Cooling fan may be electric.

### **I. ELECTRICAL SYSTEM:**

1. Maximum of two, MSD or Crane, ignition boxes per car.

### **J. TRANSMISSION, DRIVELINE AND CLUTCH:**

1. See ASA Midwest Tour rules

### **K. REAR SUSPENSION:**

1. No fifth coil or hydraulic suspension systems.
2. No birdcage systems of any kind.
3. Trailing arms must be mounted to the rear end and frame with solid mounts.
  - a. No part of the rear axle mounting brackets may rotate.
4. Lower trailing arms must include 2 heim joints, 2 lock nuts and 1 one-piece adjusting tube only.
5. Upper link may be any style.

6. Panhard bar / 'J' bar must include 2 heim joints, 2 lock nuts and 1 one-piece adjusting tube only.

**L. REAR SPOILER:**

1. Maximum rear spoiler height is 5".

**M. MISCELLANEOUS:**

1. Two-way radios are optional.
2. All teams must have working scanners tuned to the track frequency during races, with either crew equipped with two-way radio to driver, or driver listening.
3. All drivers must register their radio frequency with track officials. Those frequencies may be monitored. Inappropriate communication may result in fines, suspensions or both.

**N. BIG 8 CARS:**

1. Big 8 cars that adhere to the Big 8 rules:
  - Must use Elko Speedway Late Model tires on 10" wide wheels.
  - See separate weight rule for car/engine configuration.
2. Big 8 cars with Sportsman engine:
  - Must use Elko Speedway Late Model tires on 10" wide wheels.
  - See separate weight rule for car/engine configuration.
  - 750 cfm 4 bbl. Holley carburetor allowed.

**SECTION 16 - BIG 8 CARS:**

\*These rules may be amended at the official's discretion. \*

**A. TIRES:**

1. Track tires only. (See separate tire rule.)
2. No use of tire softener or altering of the tires in any way.

**B. WEIGHT:** All Big 8 Cars have a base weight of 2850lbs with Driver in the car. Note: Additional weight will be added to the base weight for things like multi caliper brakes, etc as detailed in the Big 8 Rules.

**C. MOTOR:** Motor combinations allowed – No dry sump motors permitted:

- a. Mid-Am sportsman motor allowed with Big 8, 500 cfm 2 bbl. Motor must meet all Mid-Am sportsman specs.
- b. Limited Elko Concept Motor
  - i. Stock bore stroke configuration
  - ii. Unaltered cast iron blocks
  - iii. Max CID
    - GM 358 CID
    - Ford 359 CID
    - Mopar 368 CID
  - iv. Stock type dist, ignition systems, no crank trigger or magneto
  - v. 10.8:1 Max compression
  - vi. Roller cam .625 max valve lift
  - vii. 5/16" min valve stem
  - viii. Wet sump only
  - ix. 50lb min crank shaft
  - x. Unaltered, unported iron heads GM 906, 062, 060 with 1.94 and 1.50 exhaust bow tie #12480034, 2.02 int, 1.6 exhaust
  - xi. No angle milling or chemical coatings of any engine parts
  - xii. Dual plane aluminum intake manifold max 7¼" with spacer and gasket.
  - xiii. Holley 500 2V – 4412 or Dorton 500 2V
  - xiv. Oil inspection plug in oil pan

- xv. No Honda type small journal rods, magnetic steel rods only
  - xvi. 7 1/4" maximum clutch
  - xvii. 1 5/8" max header tubes, no step headers, merg collectors
- c. Elko Classic Motor.
- d. All the same as limited Elko concept motor but with 9.5:1 compression
- e. GM 604 Crate motor 650 4V #80541-1(No HP Carb) 6300 RPM chip – must meet all GM Specs
- f. Other motor combinations allowed with Tech Officials approval.

D. All ballast must be painted white, and have your car number painted on them. No piece of ballast may be less than 5 pounds. All ballast must be securely mounted to the frame or roll cage only. No ballast may be in the driver's compartment.

E. 9100 series Carrera shocks are allowed.

F. Single piston or legal multi piston calipers – no weight penalty.

G. \$300 maximum retail price for non conforming calipers

H. All brakes must conform to Big 8 Rules for 2012 season.

I. Non-conforming brakes – 50lb penalty.

J. The Lefthander "Quick Change Torque Link" or similar device is not allowed in Big 8 Cars suspension.

**M. MISCELLANEOUS:**

1. Two-way radios are optional.
2. All teams must have working scanners tuned to the track frequency during races, with either crew equipped with two-way radio to driver, or driver listening.
3. All drivers must register their radio frequency with track officials. Those frequencies may be monitored. Inappropriate communication may result in fines, suspensions or both.

**SECTION 17 – THUNDER CAR/HOBBY STOCK/AREA SPORTSMAN RULES:**

*\* These rules may be amended at the official's discretion. \**

No additions, subtractions, alterations, or non-OEM type parts allowed unless specifically allowed in the rules. Visiting cars will be allowed to run at Tech Officials discretion.

- A. **Models:** Stock off the street, American made, rear wheel drive, passenger cars as purchased from the factory with no modifications or alterations except as specifically allowed in these rules. No convertibles, station wagons, trucks, jeeps etc. Wheelbase must not be less than 108". No Cameros, Dusters, or other Uni-body cars unless the wheelbase is 112.5" or more. Non-GM body, engine & transmission combinations may be used on a GM chassis. The engine & transmission make must match the body make. Ford to Ford, Mopar to Mopar, AMC to AMC, etc. Chassis components must be GM parts or direct replacement, and are subject to the rules in section 13. OEM stock passenger car rear axle only for the make & model of chassis.
- B. **Body & Chassis:** Bodies must remain stock appearing and reasonably match OEM dimensions. Any deviations must have prior Officials specific approval. All exterior trim, lights & lenses must be removed, and holes covered with 22-gauge sheet metal. All body panels must be steel; nose and tail section may be plastic. '81' to '88' Monte Carlos are allowed to use the Five Star fiberglass roof. Body panels may be gutted. Altered interior

allowed with 1/8" thick steel seat plate. A rear single plane spoiler with a maximum height of 5" and the width of the trunk lid is allowed. Spoiler may be plastic or aluminum. Fixed side skirts allowed, provided they extend between the wheel openings and meet the ground clearance rule. No other aerodynamic devices allowed. A maximum 1" square rub rail is allowed on both sides of the car provided it does not extend beyond the length of the rocker panels. The trunk floor may be removed. The hood must be secured with 4 hood pins near the front edge of the hood. Hood scoops and fiberglass cowls are allowed provided that they remain non-functional and sealed to the hood. Fuel cell access panel must be the width of the original deck-lid, a minimum of 12" front to back, and hinged at the front edge; no tools shall be used to gain access to fuel shut-off valve. 20-gauge steel aftermarket panels are allowed. Any repairs to exterior panels must use 22-gauge sheet steel. An aftermarket nose may be used. All interior plastic & fabric must be removed. All holes, from the trunk area to the engine compartment, must be sealed with 22-gauge sheet metal. The chassis must remain stock forward of the rear axle. The rear frame rails may be replaced with 2" X 3" X .090" steel tubing from the centerline of the rear axle back.

- C. **Bumpers:** Stock appearing bumpers only. If an aftermarket nose is used, the front bumper may be made of steel tubing. Stock bumpers are required to have fender straps on both sides of the car. Straps are not to exceed 6" tall X 12" long X 1/8" thick. Bumpers must be centered at 19 inches from the ground, +/- 1 inch.
- D. **Glass:** All side and rear glass must be removed. A glass or 1/8" thick Lexan™ windshield of, approximate size, angle and configuration must cover the windshield opening. A Lexan™ windshield must have 2 vertical braces near the center to support the windshield. Rear windows and quarter windows may be covered with Lexan™. One interior rear view mirror, not to exceed 36 square inches, is allowed. A properly installed left door mirror is also allowed. No convex or multi-focal mirrors.
- E. **Roll Cage:** A minimum 6 point properly installed roll cage of 1 3/4", .090.wall, and steel roll cage tubing is required. The roll cage must be securely fastened to the frame. Unibody cars must secure the cage to 10" X 10" X 3/16" sandwich plates bolted through the floor. The main hoop must be located behind the driver and extend as close to the roof and sides of the car as possible. The main hoop must be braced from the top, down and back, to the frame. Some type of 'X' bracing must be installed between the uprights of the main hoop. A minimum of 4 left side door bars must be installed. 2 vertical bars must be installed between each level. Left side door bars and foot area must be fully plated with 1/8" steel. A minimum of 3 door bars, or an 'X' must be installed on the right side. These door bars do not have to follow the contour of the body provided there is a rub rail support bar installed. No bars may extend beyond the contour of the car body. No use of pipefittings, weld ells, square tubing, exhaust pipe, etc. All welding must be done with an electric welder. All cages will be inspected for quality of construction. Roll bar padding, within reach of the driver, is mandatory.
- F. **Engine:** Blocks and heads must be OEM mass-produced stock, cast iron, street applicable only. No high performance or special heavy-duty blocks or heads. No removal or addition of metal to any part unless specifically allowed as follows. Main bearing saddles may be line bored, rotating assembly may be balanced, valve seats may be ground for a stock type 3-angle valve job with no angle greater than 75°, heads and deck may be machined to improve sealing but stock angle must be maintained, and rocker arm stud bosses may be machined for screw-in studs and guide plates. No spacers between heads and intake manifold, or heads and block. 1 head gasket per head. Maximum displacement is 350 CID plus .060" overbore for GM, 351 CID plus .060" overbore for Ford and 360 plus .060" overbore CID for Mopar. Engines over max CID will not be allowed. Stock type steel or cast iron crankshaft only with no modifications except for balancing. Stock type connecting rods only; no H-beam or aluminum rods. An oil pan inspection hole required must be located on the driver's side inline with the 2nd or 3rd rod journal, or crankshaft, with a 3/4"

npt inspection hole in pan on opposite side of windage tray. Stock bore/stroke configuration only. Stock firing order only. Compression ratio may not exceed 10.8:1. Ford may not use 4V Cleveland heads, Mopar may not use W-1 or W-2 heads, GM may not use Turbo, angle plug or Bowtie heads. Vortec heads are allowed on small block Chevy engines. Stock valve stem size for heads. Stock type rocker arms only. Valve springs must be stock type and may not be oversized. Flat tappet camshaft and hydraulic lifters only. No large diameter or 'mushroom' type lifters. Maximum valve lift is .500". Vortec heads, #060, #062 or #906, allowed with maximum valve head size of 1.94 intake, and 1.50 exhaust. Intake manifold, all makes and engines must use Edelbrock 'Performer' or Edelbrock 'Performer RPM' with no modifications. All engine parts must be Ford-to-Ford, GM-to-GM, and Mopar-to-Mopar. Absolutely no coatings of any type to the internal surfaces of the block, heads, intake manifold, exhaust manifold, and exhaust pipes. The engine must be centered in the chassis at stock height and be located so that the complete fuel pump is forward of, and not on top of, the stock front cross-member. On 1970 – 1977 Monte Carlo full-size models, the centerline of the fuel pump must be in line with the right upper A-arm, front mounting bolt.

- G. **Electrical:** 12-volt electrical system only. The battery must be securely mounted on the floor directly behind the driver in a covered marine-type battery box. A clearly marked master disconnect switch must be installed behind the driver's seat. OEM factory stock distributor ignition system only. No MSD or similar systems. Self-starter must be in good working order.
- H. **Cooling System:** A minimum 2-quart overflow must be securely installed in the engine compartment. Only water may be used in the cooling system. A fan shroud must cover the top ½ of the fan. Radiator cooling fan must be belt driven with the water pump. Full air box allowed for radiator cooling.
- I. **Exhaust:** Stock cast iron exhaust manifolds only with no modifications. No Corvette center dumps or other high performance exhaust manifolds. Exhaust manifolds must be GM-to-GM, Ford-to-Ford, etc. Dual exhaust system only. Left and right exhaust pipes may not be connected together in any way. Exhaust pipes may be a maximum 2 ½" outside diameter. The exhaust must exit behind the driver. Some type of functional mufflers are required. Mufflers must be securely mounted at the end of the exhaust pipes. Turndowns at the rear of the muffler may be no more than 4" long. Sound level is not to exceed 100 dB measured from the middle of the grandstand.
- J. **Fuel System:** A clearly marked fuel shut-off valve must be installed near the fuel cell. Fuel line and vent line must exit from the top of the cell. No fuel lines may run through the driver's compartment. Stock type mechanical diaphragm fuel pump only. No fuel pressure regulators between the fuel pump and the carburetor. Track fuel only with no additives. A Holley 500 cfm 2-barrel carburetor model #4412 only with no modifications except as follows: Jets, accelerator pump diaphragm & cam, and power valve may be changed; the choke butterfly & related linkage may be removed; idle holes may be drilled in the throttle butterflies. The Keith Dorton 500 cfm carburetor # 0-80583-1 is allowed. Carburetor spacer must be aluminum, and may not be thicker than 2.125" including gaskets. No cold air boxes. Carb hats are allowed.
- K. **Fuel Tank:** A maximum 8-gallon fuel cell is required. The fuel cell must be mounted to the rear frame rails with minimum 1" square tubing. The fuel cell must maintain 10" ground clearance. A fuel cell protection bar must be installed behind the fuel cell made of 1 ¾" .090 steel tubing.
- L. **Drive Line:** Any stock automatic transmission allowed, GM-to-GM, Ford-to-Ford, etc. All forward gears and reverse must work. Functional torque converter only with a minimum diameter of 10". No direct drive or lock-up type torque converters. Steel, 2 ½" minimum

diameter, drive shaft must be painted white. 1 drive shaft safety hoop is required approximately 12" behind the transmission. OEM stock passenger car rear axle only for make & model of car. No aftermarket rear-end housings allowed. Locked or open differential only. C-clip eliminator replacement carriers are allowed. No torque sensing, limited slip or locker type differentials. No cambered rear ends.

- M. **Suspension:** Stock unmodified rear control arms and stock unmodified lower 'A'-arms only. Upper 'A'-arms must be non-adjustable, all steel, one piece design, with stock type shaft and mount points. Left side arms may not be used on the right side, and right side arms may not be used on the left side. OEM stock type ball joints only. Howe, stock type re-buildable ball joints allowed. Any stock spindles may be used, but must be GM-to-GM, Ford-to-Ford, etc. Stock location suspension mount points must be used. Springs may be minimum 5" diameter racing springs. Screw jacks allowed on all 4 corners. No remote suspension adjusting devices. Stock type sway bar may be mounted below the lower 'A'-arms. No part of the rear sway-bar system may remain in the car. Shock Absorbers allowed: QA1 50 series & 26 series, Pro TA, AFCO 10 series (blue) & Carrera 31 series. Old white AFCO's and Pro WB's may also be used. Only one shock absorber per suspension corner. Front shocks may be located outboard. Rear shocks must be mounted both in front of, or both behind, the rear axle housing. No other use of heims in the suspension. No bump-stop or coil-bind suspension systems.
- N. **Steering:** OEM stock manual or power steering box only. No ratio multipliers. Stock type drag link and tie rods. Aluminum tie rod adjusting sleeves allowed. Steering shaft may be aftermarket, but must be collapsible, and/or use 2 u-joints. Heim joints may be used in steering column only. Steering wheel may be removable, and the center must be padded.
- O. **Brakes:** Front brakes may be disc or drum. Rear brakes must be drum. No aluminum brake drums. OEM stock type, cast iron, single piston brake calipers only. One stock type master cylinder only. One brake bias adjuster allowed. All 4 brakes must work. Cold air ducting allowed on front brakes. Aftermarket steel front rotors and hubs allowed.
- P. **Tires:** (See separate tire rule.) Track tires only. No use of tire softener or altering of the tires in any way.
- Q. **Wheels:** Steel racing wheels are required. 8" maximum wheel width. 2" minimum offset measured from mounting face to bead flange. 1" lug nuts are required on all wheels. 5/8" studs allowed. No wheel spacers.
- R. **Weight & Height:** Minimum weight is 3100 lbs. with driver in the car. Weight penalties may be assessed on a case by case basis for unusual circumstances. Front weight must be at least 53% of minimum weight. Right side weight must be at least 44% of minimum weight. All ballast must be painted white, and have your car number on them. No piece of ballast may be less than 5 pounds. All ballast must be securely mounted to the frame or roll cage only. No ballast may be in the driver's compartment. All weights will be checked on the race track scales with the driver in the car. Ground clearance is 4", except for suspension and exhaust components. Aftermarket nose-piece ground clearance is 5".
- S. **Seat:** Aluminum racing seat only. No plastic, fiberglass, or carbon-fiber seats. 1" square tubing may be used for the seat support structure and seat belt anchoring. The seat support structure must be attached to the roll cage and frame only.
- T. **Safety:** A driver's window net is required. A fully charged fire extinguisher, securely mounted, within the driver's reach, is required. See also General Rules for additional safety equipment requirements.

## SECTION 18 - POWER STOCK/UNI-CAR RULES:

*\* These rules may be amended at the official's discretion. \**

No additions, subtractions, alterations, or non-OEM type parts allowed unless specifically allowed in the rules.

This class of car is for the economically minded entry-level racer, with minimum modifications, most being safety related. American made OEM stock production rear wheel drive passenger cars with complete OEM stock magnetic steel bodies and frames. Cars and all components must be OEM stock production, OEM stock appearing, in OEM stock location with no alterations unless specified in the rules. No unibody cars, Camaros, Firebirds, Mustangs, Novas etc.

- A. **Models:** Stock, American made (Ford , GM or Chrysler), off the street, rear wheel drive, passenger cars as purchased from the factory with no modifications or alterations except as specifically allowed in these rules. No convertibles, station wagons, trucks, jeeps etc. Sedans are strongly recommended. Wheelbase must not be less than 112". No Camaros, Dusters etc.
  - a. Vehicles with OEM stock fuel injection are allowed with the tech officials pre-approval.
  - b. Special safety rules will apply for these newer cars.
    - i. Fuel tank in front of rear axle may remain in stock position.
    - ii. Electric fuel pump must have a safety shut-off switch located behind the driver.
  
- B. **Bodies:** No cutting of wheel openings, hoods, etc. If dash is removed, a 1 3/4", .090 thick pipe must be welded from A-pillar to A-pillar. No reinforcing of any body panels. The stock body to frame mounts may be removed. 'Regulation Ice Hockey Pucks' must be used if the stock body mounts are removed. A maximum of 18-gauge steel may be used for body panel repair. Front inner fenders may be removed. Doors must be welded or chained shut. Doors may only be welded on the rear edge, with a maximum 8" bead. Sedans may remove the driver's door window frame. Doorplates are required on both sides of the car if the car will be run in Figure 8 competition. The doorplates must be a minimum of 12" tall by 1/4" thick, and extend 6" ahead of and 6" behind the door seams. The doorplates must contour the body, and may be of more than one piece and welded together. The doorplates may be bolted or welded to the car. The front and rear may be welded the height of the doorplates. The top and bottom may be skip welded and have a total of 16" of bead. The doorplate may not be braced to the frame. The cloth interior must be removed. No interior metal may be removed. Driver's door may be gutted for side bar clearance only. The rear seat must be removed and all holes to the trunk area covered with sheet steel. Holes in the floor and firewall must be covered with sheet steel. Exterior trim must be removed. Hoods must be secured with 2 hood pins not to exceed 8" in length. Trunk springs must be removed.
  
- C. **Frame repair:** Steel repair pieces may be no more the 1/4" thick X 24" long and no taller or wider than the section of frame being repaired. The repair piece must have a 5/8" hole drilled through the face for inspection. Only 2 sides of the frame section to be repaired may be plated. No other repairs to the frame may be done within 24" of a repaired section.
  
- D. **Bumpers:** Stock bumpers for model of car. All cars with shock type bumpers must secure the bumper to the frame by welding or bolting chains or straps to the bumpers so they won't fall off. Minimum chain size is 1/4" rod. Bumper straps connecting the bumper to the fenders are required and must be no more than 6" wide by 12" long by 1/8" thick steel. No cut-off bumper ends. No trailer hitches.
  
- E. **Glass:** The windshield must remain intact. Minor cracks may be taped. The windshield may be replaced with a properly braced 1/8" thick Lexan. (2 braces near center) All side



windows and rear window must be removed. Maximum 2 mirrors per car, any location. Interior: max 36 sq. in., single focal point. Exterior: 4" diameter round, single focal point, no convex or concave.

F. **Roll Cage:** A 4 or 6 point roll cage, with optional halo, must be constructed of 1 3/4" roll cage tubing with a minimum wall thickness of .090". Tube ends must be welded to the car frame. Unibody cars must secure the cage to 10" X 10" X 3/16" sandwich plates bolted through the floor. No roll bar may extend in front of the gas pedal, or behind the rear axle. Door bars may be added to both sides. Inside door panels may be cut for door bar clearance. All welds must be made with an electric welder. Bars may not run diagonally through the driver's compartment or between the driver's seat and the right side of the car.

G. **Engine:** The engine must be completely stock, cast iron, mass-produced for street use. Engines can be, Ford to Ford, GM to GM and Chrysler to Chrysler only. Maximum displacement is 350 CID plus .060" overbore for GM, 351 CID plus .060" overbore for Ford and 360 plus .060" overbore CID for Mopar. OEM firing order only. Maximum compression ratio is 9.5 to 1. Heads and block must match year of body and chassis. No inter-marriaging of engine parts. GM 305 heads may only be used on a 305 CID engine. The intake and exhaust manifolds and the heads must be unmodified OEM stock cast iron. No aluminum, super duty, made for racing, etc. parts. No Corvette center-dump or other performance manifolds. Flat tappet hydraulic camshaft and lifters only. Stock type rocker arms only. Maximum valve size: GM: 1.94 intake, 1.50 exhaust. 'Smogger' heads only. No roller rocker arms. Maximum valve lift, is .420" for small block Chevy, and .460" for all other engines. Screw-in studs and guide plates allowed. Aftermarket valve covers and breathers are allowed. No ducting to air cleaner. Aluminum crankshaft & water pump pulleys are allowed.

Approved Chevy Head Listing:

Casting:	Valve size:	Chamber:	Years:
3998993	1.94/1.50	76CC	68-79
3973487	1.94/1.50	76CC	68-79
3932441	1.94/1.50	76CC	68-79
3917293	1.72/1.50	75CC	
462624	1.94/1.50	76CC	76-87
462624	1.72/1.50	76CC	75-86
376445	1.94/1.50	76CC	
333882	1.94/1.50	76CC	70-80

H. **Electrical:** Stock 12-volt electrical system only. The battery must be mounted in the engine compartment on the firewall, or behind the driver's seat. The battery must be secured in place by, at a minimum, 1/8" thick by 1" wide steel strapping and 5/16" grade 5 hardware. If the battery is behind the driver's seat, it must be in an approved battery box with a cover. Stock size battery for the car. A master disconnect switch, located behind the driver is suggested. OEM stock 12-volt ignition system only; no performance ignition coils or modules. No brake lights allowed.

I. **Cooling System:** Aluminum radiators allowed. A fan shroud is required over the top 1/2 of the fan. A coolant overflow container must be mounted in the engine compartment. Water only in the cooling system; NO ANTIFREEZE.

J. **Exhaust:** Exhaust must extend back past the driver and exit underneath the car. 2 1/2 "OD maximum exhaust pipe diameter. Decibel limit for each car is 100 dB, measured from the middle of the grandstand.

K. **Fuel System:** The carburetor must be OEM for the type of engine used only. Ford and Chrysler cars may use the 500 cfm 4 bbl. Edelbrock carburetor (model #1403 or #1404) with no modifications except jets, metering rods and metering springs. No special order,

optional equipment, or other high performance carburetors, including 'truck' and Holley carburetors. No modifications to the carburetor allowed. The choke plate and choke hardware may be removed. No fuel injection of any kind. Stock type fuel pump only; no electric fuel pumps. No fuel lines in the driver's compartment. No Holley carburetors in 2013. Only 2010 registered Power Stock cars may use a Holley 500 cfm, model 4412, carburetor. (4412 Holley not allowed at Raceway Park.)

- L. **Fuel Tank:** The stock gas tank must be removed. A fuel cell or marine tank must be securely mounted on or above the trunk floor, using steel straps, rods or bars. The tank must be mounted centered in the trunk side to side and as far forward as feasible to be protected from rear end collisions. A fuel shut-off valve must be installed near the fuel tank, and be clearly marked 'ON' & 'OFF'. Refilling must be done by opening the trunk; quick fill doors are not allowed. No plastic fuel tanks. No homemade fuel tanks after the 2012 season. Maximum fuel tank size is 12 gallons.
- M. **Drive Line:** Any factory production automatic transmission with functional torque converter as long as it remains Ford-to-Ford, GM-to-GM and Chrysler-to-Chrysler and has a minimum diameter of 11". No 2-speed automatic transmissions allowed in cars newer than 1968. 3-speed and 4-speed/overdrive automatic transmissions only. Add-on transmission coolers allowed. Tubing to cooler must be steel. Maximum of 4" of hose per line at the cooler, with 2 hose clamps at each hose connection point. Any type shifter allowed; must be able to engage all gears and park. No locked or 'posi' differentials including alterations to make the differential lock at any time. No camber, toe-in or toe-out in the rear axle. The driveshaft must be painted white, and have a 'U' hanger.
- N. **Suspension:** All suspension components must remain completely and strictly stock for make, model and year of car. Urethane control arm bushings allowed. No special order, police, taxi or other performance suspension components. OEM or stock replacement springs only. No racing or rated springs allowed. Must be the same size left and right. Maximum front spring wire diameter is .750". Springs may be cut, but must have the same number of coils and be the same height side to side. No spring spacers, wedges, shims or any type of adjustable suspension devices. OEM or replacement shocks must be in the original position and use the original mounts. Retail price of shocks is \$40.00 or less each. Maximum sway bar diameter is 1 1/8". Urethane sway bar bushings are allowed in the link ends only. Sway bar links must be the same length left a right. No rear sway bars or components. Maximum camber is 1 1/2".
- O. **Steering:** Steering must remain completely and strictly stock. Steering wheel may be removable. Steering wheel center must be padded. Stock type replacement parts only. An aftermarket 'Hobby Stock' style power steering pump may be used. The remote reservoir type is recommended to help with fluid cooling. Power steering coolers allowed, but may not be mounted in front of the radiator or rear of the firewall.
- P. **Brakes:** Brake system must remain completely stock. Drums and rotors must be stock size for car. Calipers and wheel cylinders must meet OEM specifications for car. No brake bias adjusters. All 4 brakes must work.
- Q. **Tires:** Hoosier spec tires will be phased in and may be purchased from Elko Speedway or Raceway Park. May run all 4 Hoosier spec tires or all 4 2011-legal tires as described below. (2011 legal tires will not be legal for 2013) Tire sizes allowed are: 205, 215, 225 & 235 width; 78, 75, 70, or 65 series; 15" diameter. Tires must have an 'S' or 'T' rating. 225 & 235 width tires have a price limit of \$100.00. All other tire widths have a price limit of \$80.00. No performance tires. Tires must be available to the general public at normal retail outlets. (The 'internet' is considered a normal retail outlet.) Tires must be currently in production. No use of tire softener or altering of the tires in any way. Shaving is allowed.

Drivers must provide proof of purchase price when requested by the officials. (Keep a receipt or valid ad in your hauler!) 2011 Towel City recaps may also be used.

- R. **Wheels:** Stock factory steel wheels or racing wheels with an offset of not less than 3" only. Maximum wheel width is 8". All 4 wheels must be 15" diameter. 1" lug nuts are required on all wheels. 5 lug nuts are required on all wheels.
- S. **Weight and Ride Height:** No ballast of any kind allowed. Minimum ride height is 4½" at the front cross member and the rear lower suspension mount points.
- T. **Seat:** An aluminum-racing seat is strongly recommended. Seat belts must be used. A 5-point racing harness is strongly recommended.
- U. **Safety:** Figure 8 & Flag-pole: window net is not required; Cruiser: window nets are required for both drivers; Oval track: driver's window net is required. A fully charged fire extinguisher, securely mounted, within the drivers reach, is required. See also General Rules for additional safety equipment requirements.
- V. **2-Person Cruisers:** Throttle must be located to the right of the transmission hump. Person located on the right must operate the throttle.

#### SECTION 19 - MINI STOCK RULES:

*\* These rules may be amended at the official's discretion. \**

No additions, subtractions, alterations, or non-OEM type parts allowed unless specifically allowed in the rules.

- A. **Models:** Any 3 or 4 cylinder, front wheel drive compact car. Maximum wheelbase is 104".
- B. **Bodies:** No modifications to the body allowed. All interior upholstery and trim must be removed, except stock driver's seat. Dash and driver controls must remain intact and in stock location. Cars with the dash removed must install a 1 ¾" OD, .090" wall thickness pipe from A-pillar to A-pillar at dash height. All under-hood insulation must be removed. Sunroof openings must be covered with minimum 22-gauge steel. Hatchback models may remove hatch. Hood and trunk must be secured with hood pins only. Light openings may be covered with 24-gauge steel. Floor and front & rear firewall must be complete. Holes must be covered with 24-gauge steel. Body and interior metal must remain strictly stock. No removal or addition of metal except as specified. A driver's doorplate is required. The doorplate must be a minimum of 3/16" thick X 8" tall, extend at least 4" past each door seam, and be mounted so the bottom is 16" from the ground. The passenger door must be secured by a chain only. No aftermarket wings or vertical stabilizers may be added. Aerodynamic devices that are stock as manufactured for make and model are permitted.
- C. **Bumpers:** Bumpers must be chained to the frame/unibody. No bull-work or homemade bumpers. If the front or rear bumpers have become damaged beyond reasonable repair, they may be replaced with straight thin wall seamed exhaust tubing of reasonable size. The ends must be capped, and there must be no sharp edges or corners. Approval by the Tech Officials is required.
- D. **Glass:** All glass, except windshield, must be removed. A properly braced, 1/8" thick, Lexan windshield may be used. Properly braced heavy screen may be used. 1 mirror per car, any location. Interior: max 36 sq. in., single focal point. Exterior: 4" diameter round, single focal point, no convex or concave.
- E. **Roll Cage:** Roll bars are not required, but may be installed. A 4-point roll cage with halo must be constructed of 1 ½" roll cage tubing with a minimum wall thickness of .090". Tube

ends must meet the floor with 6" X 6" X 1/8" sandwich plates and be bolted in place. Main hoop must be full width and height of driver's compartment. A horizontal bar to support the seat back is required. If a roll cage is not installed, a 1 1/2" OD, .090" thickness roll cage tube must be welded between the 'B' pillars to support the seat back. This seat support bar is also the preferred location to anchor the shoulder harness. All welds must be made with an electric welder.

- F. **Engine:** Stock engine for the make and model from the air inlet to the exhaust pipe.
- G. **Electrical:** Stock 12-volt electrical system only. OEM size 12 volt battery required in the stock location, and be secured with, at minimum, 1/8" X 1" steel strap and 5/15" hardware. Stock wiring only without modifications, unless approved by the tech officials. All exterior lights must be removed. No brake lights allowed.
- H. **Cooling System:** Any stock radiator allowed that will fit in the stock mounts. An overflow container must be mounted in the engine compartment. Water ONLY in the cooling system; NO ANTIFREEZE.
- I. **Exhaust:** Exhaust system must be sealed from the engine to the tailpipe opening. Exhaust must exit behind the driver. Mandatory: Tail pipe must be 20" long, 1 1/2" OD maximum. OD of tailpipe may decrease as competition levels increase. Decibel limit for each car is 100 dB, measured from the middle of the grandstand.
- J. **Fuel System:** A clearly marked fuel shut-off valve and/or fuel pump shut-off switch must be installed within reach of the safety officials. No fuel lines of any kind in the driver's compartment. All other fuel system components must remain stock.
- K. **Fuel Tank:** If the stock fuel tank is in front of the rear axle, it must remain in place. If the stock fuel tank is behind the rear axle, it must be replaced with a fuel cell or an approved fuel tank (maximum capacity of 6.6 gallons.) The tank must be securely mounted using a minimum of 1/8" X 1" steel strap with minimum 5/16" hardware. The tank must be mounted in the rear-center of the trunk area. There must be a steel firewall between the tank and the driver. Hatchback models must cover the fuel tank with a sealed steel enclosure. Cars from the 2010 season that have had the fuel tank moved to the trunk area, will be allowed to leave their trunk mounted tank in place, provided that it is centered in the vehicle and there is a steel firewall in place.
- L. **Drive Line:** Stock transmission/transaxle with all gears in working order.
- M. **Suspension:** Suspension must remain completely stock. Suspension may be modified for the purpose of adjust camber. No cutting, buffing, grinding, drilling, welding or other modification will be permitted. OEM stock shocks and struts must be in original stock locations and positions. No mixing of shock types. Shocks must be the same length side to side. No adjustable shocks. Stock unaltered springs only. No spring spacing or wedge setting devices. Ride attitude must be maintained. Stock rubber suspension bushings only. Sway bar end link bushings may be urethane. Sway bars must remain as manufactured. Sway bars are permitted front and rear, but must be stock. Maximum camber is +/- 1/2", both front and rear. Bump stops must be removed.
- N. **Steering:** Steering must remain completely stock. Steering wheel may be removable. Center of steering wheel must be padded.
- O. **Brakes:** Braking system must remain completely stock. All 4 brakes must be functional.
- P. **Tires:** D.O.T. tires only. Maximum tire size is 195 width, 60 series & 15" diameter. All 4 tires must be the same diameter, width and aspect ratio. No performance tires. No use of

tire softener or altering of the tires in any way. Shaving is allowed. Both front tires must be exactly the same, and both rear tires must be exactly the same; however, the front tire brand does not have to match the rear tire brand.

Tires allowed are:

- a. Primewell PS 830/850
- b. Runway Enduro 606/706
- c. Riken Raptor HR
- d. Kuhmo Solus KH16
- e. Hankook Optimo

- Q. **Wheels:** Stock wheels only. Maximum wheel diameter is 15". No wheel spacers or wheel adapters. All 4 wheels must be identical. OEM wheels only; Ford to Ford, Dodge to Dodge, Honda to Honda, etc.
- R. **Weight:** No ballast may be added.
- S. **Seat:** An aluminum-racing seat is strongly recommended. Seat belt and shoulder harness must be used. A 5-point racing harness is recommended.
- T. **Safety:** A driver's window net is required. A DOT approved or better helmet is required. Drivers must wear a long sleeve shirt, long pants, gloves and eye protection. A fully charger fire extinguisher, securely mounted, within the drivers reach, is required. See also General Rules for additional safety equipment requirements.

## **SECTION 20 - 2012 TIRE RULE: FOR SUPER LATE MODELS, and BIG 8 CARS**

Definitions:

Rotation Tire: The 8 tires in your rotation.

Pool Tire: Previous tire(s) that have been in your rotation.

A. Drivers must submit 6 tires to Elko Officials (3 lefts and 3 rights) to be used on the first night of competition, after the first night you can only start with 4. Elko Officials will inspect these tires and if approved, these 6 tires will be the start of that Drivers tire pool for the 2012 season. The Drivers initial tire pool cannot contain more the 1 new tire. The remainder of the tires must be used tires showing measurable wear as determined by Elko Officials.

- All new tires must be purchased from Elko Speedway.
- All tires (new and used) must be registered to that Driver. Any Driver not using tires registered to them will be disqualified.
- Elko Officials will determine if a used tire has measurable wear. Measurable wear will be approximately 1/32" on at least 2/3 of the tire surface. No cutting or other techniques allowed.
- 4. Every fourth race night, Super Late Models and Big 8's that have raced the last 3 completed race nights will be allowed to purchase 2 new tires for that night. Both tires will be put into your rotation and both must be used on the car that night.

B. Drivers can purchase no more than 1 new tire for each feature. Elko Officials will determine if a reasonable attempt was made to run the feature. When a Driver purchases a new tire, it must be used for the next event. Drivers not using the new tire for time trials, heats and features will be disqualified.

- At no time will a Driver be permitted to compete on 4 new tires doing so will result in disqualification.
- A new tire (maximum of 1 per feature) must be purchased and used on the Drivers next night of competition or it will be lost. Example: No stockpiling of tires.

C. If a tire in the Drivers tire pool is deemed unusable by Elko, the Driver may substitute a used tire that has measurable wear from their tire pool. This must be completely supervised and approved by Elko Officials.

D. There will be no maximum number of tires in a Drivers tire pool.

E. All Super Late Model rotation tires will be impounded and left at Elko Speedway.

F. Show Up Cars

- Will not be eligible for new tires after week two.
- On your first visit to Elko Speedway, you must bring at least 3 used tires showing noticeable wear (as defined above).
- 1 new tire may be purchased.
- Show up cars will not eligible to get all new tires.

G. Elko Speedway strictly prohibits any altering of tires physically. Elko Officials may impound tires to check for altering. Drivers and in some cases, Owners and Crew Members, will be severely penalized if they are suspected of altering tires. Fines associated with this activity will be \$500 for the first offense and \$1000 for the second offense. In addition, disqualification from the event and loss of prize money and points. Drivers guilty of altering tires will also be suspended for the next night of racing. If a driver is found altering tires on the last night of competition, he/she will be disqualified for that night and points and prize money will be deducted from the previous night of competition.

- Elko Speedway offers \$500 cash reward to anyone who turns in a Driver who is altering tires.

### Section 21 – 2012 Elko Speedway Tire Rule

All divisional tires subject to change at Official's discretion. Model numbers may change at Hoosier's discretion. For divisions not listed here, see individual class rules.

Super Late Models

Hoosier Model #F25 – left side

Hoosier Model #F48 – right side

(One tire per night either compound)

Big 8 Cars

Hoosier Model #800

(One tire per night)

Thunder Cars/Area Sportsman

Hoosier Model #790

### Section 22: 2012 Weight Rule

2012 Weight Rule: Weight will be taken after the race with driver in the car. Weights may be adjusted at the Promoter's discretion.

#### Super Late Model Weight:

Engine	Ace	Elko Concept	Elko Classic	Limited Elko Concept
Carburetor	500 2V	500 2V	750 4V	500 2V
Minimum Weight	2700	2700	2700	2650
Right 42% of Min.	1134	1134	1134	1113

<b>Engine</b>	Tour Motor	McGunegill Equalizer	GM 604 Crate	Ford Crate
<b>Carburetor</b>	500 2V	500 2V	6504V 6300 RPM Chip	5002V 6300 RPM Chip
<b>Minimum Weight</b>	2750	2750	2700	2700
<b>Right 42% of Min.</b>	1155	1155	1134	1134
<b>Engine</b>	Mopar Crate	Mid Am Sportsman Motor	Big 8 Motor in LM	
<b>Carburetor</b>	5002V 6300 RPM Chip	750 4V	500 2V	
<b>Minimum Weight</b>	2700	2700	2650	
<b>Right 42% of Min.</b>	1134	1134	1113	

\*\*\* Track-width over 65" add 25lb. Track-width 66" or more is not allowed \*\*\*

### Big 8 Car Weight:

<b>Configuration</b>	Big 8 Car/Limited LM	Non Conforming Brakes	604 GM Crate Motor 6300	RPM Chip Spec 6504V Car
<b>Minimum Weight</b>	2850	2900	2850	2850
<b>Min. Front</b>	1396 (49%)	1421 (49%)	1396 (49%)	1396 (49%)
<b>Min. Right</b>	1197 (42%)	1218 (42%)	1197 (42%)	1197 (42%)

\*\*\* Note: Add (per Big 8 Rule Book) for multi-caliper brakes, etc.

\*\* In all divisions, all weight combinations may be adjusted as competition deems necessary

## **RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK, AND INDEMNITY**

Racing is an inherently dangerous sport. This applies not only for the driver, but the entire team. No expressed or implied warranty of safety shall result from the publications of or compliance with these rules and 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, etc.

**SAFETY REQUIREMENTS - IT IS THE RESPONSIBILITY OF THE DRIVER - NOT NASCAR, TRACK OFFICIALS OR ELKO SPEEDWAY - TO ENSURE THAT HIS/HER CAR AND ALL COMPONENTS ARE NASCAR-APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED AND IS IN SAFE OPERABLE CONDITION IN COMPETITION**

A. Each person must follow the sign-in procedure as dictated by pit gate personnel. You must sign a liability release waiver and shall receive a pit pass and/or wristband. The pit pass and or wristband must be displayed so that it is visible at all times.

B. Each driver must inspect the racing surface and track area to learn of any defects, obstructions, or anything, which in his/her opinion is unsafe.

Any unsafe conditions should be reported as soon as possible to the Race Director. Any driver participating in any event is considered to have inspected the track and found all conditions satisfactory. This further indicates that he/she is aware that auto racing involves risks and he/she assumes these risks with full awareness and knowledge.

C. Elko Speedway assumes no responsibility for damage to or loss of your equipment, vehicle or any parts. Elko Speedway also assumes no responsibility for any tow vehicles, cars, trucks, equipment, four wheelers, go-carts, mopeds etc., on the grounds at anytime.

D. When in the pit area, maintain a constant watch for your own protection. If you, a crewmember, or any of your pit personnel are involved in an incident or injured, you must advise the Race Director or Chief Steward immediately so that necessary reports can be filed. No medical claims will be considered unless reported prior to leaving the speedway property that day. The below must be done before you leave the speedway. If you are unable, your crew must be responsible for this report.

1. Contact the rescue vehicle, safety crew, security, or an Elko Speedway Official.
2. Give a full report.
3. Turn in your pit pass stub to the Chief Steward.

E. If involved in an incident on the track, seek a place of safety in the infield. Following the disablement, you must stay in your car! DO NOT get out and inspect the damages, unless there is a fire, etc.

F. Pits crews, car owner, family and personnel related to any car are not allowed on the track following an accident or injury, unless requested by an Elko Speedway Official.

In consideration of being permitted to compete or participate in any in the event(s) or being permitted to enter for any purpose the Elko Speedway Property, the undersigned for himself/herself, personal representatives, heirs and next of kin.

1. Acknowledges, agrees and represents that he/she has or will immediately upon entering any of such Elko Speedway Property, will continuously inspect the area which he/she enters and further agrees and warrants that at any time he/she will immediately advise Elko Speedway of any unsafe situations and will leave the property and/or refuse to participate in the event if this unsafe situations is not resolved.

2. Hereby releases, waives, discharges and covenants not to sue the promoters, participants, racing associations, sanctioning organizations or any subdivision thereof, track operators, track owners, officials, car owners, drivers, pit crews, rescue personnel, sponsors, owners and lessees of premises, anyone used to conduct the event from all liability to the undersigned, for any and all



loss or damage, and any claim or demands therefore on account of injury to the person or property or resulting in death of the undersigned arising out of related to the event(s), whether caused by the negligence of the releases or otherwise.

3. Hereby agrees to indemnify and save and hold harmless, Elko Speedway, Elko Holding Co., Inc., R&F Properties, LLC or owners for any reason whatsoever.

4. Hereby assumes full responsibility for any risk of bodily injury, death or property damage arising out of or related to the event(s) whatsoever.

5. Hereby acknowledges that the activities of the event(s) are very dangerous and involve a risk of serious injury and/or death and/or property damage. The undersigned also expressly acknowledges that injuries received may be compounded or increased by negligent rescue operations or procedures of the releases.

I have read these release and waiver of liability, assumption of risk and indemnity agreement, fully understand its terms, understand that I have given up substantial rights by signing it and have signed it freely and voluntarily without any inducement. Assurance or guarantee being made to me and intend my signature to be complete and unconditional release of all liability to the greatest extent allowed by law.

I have read Elko Speedway's full set of general rules which include basic rules plus all division rules, tire rule and weight rule. I understand these rules and agree to abide by these rules. I understand that violation of these rules may lead to not racing, not receiving points, confiscation of illegal parts by track officials and/or loss of prize money.

Sign and return to Elko Speedway office – YOU WILL NOT BE ALLOWED TO ONTO SPEEDWAY PROPERTY OR RACE UNTIL THIS IS SIGNED.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Relationship to Driver: \_\_\_\_\_

If you are under the age of 18, you will need a parent/guardian to sign below and agree to the terms of these rules.

Date: \_\_\_\_\_ Signature: \_\_\_\_\_

Printed Name: \_\_\_\_\_

Division: \_\_\_\_\_ Car Number: \_\_\_\_\_

Date of Birth: \_\_\_\_\_

If you are under the age of 18, you will need a parent/guardian to sign below and agree to the terms of these rules.