

ECM Speedway 2021 Pure Street Rules

*****Raceceivers Are Mandatory in ALL Classes**

Revised 02/02/2021

The Statement: Unless it came on a stock, mass produced vehicle, it is NOT LEGAL UNLESS SPECIFIED HERE! If it came on a stock, mass produced vehicle and it is prohibited here, it is NOT LEGAL! All dimensions are referenced as the car is raced.

Your tire pressures, spring settings, ect. May put your car out of limits. No variances are allowed when / if the cars are checked / weighed going onto the track. Following the race, decisions on variances for accident is at the discretion of the Tech Inspector(s).

RELATIONSHIP TO OTHER CLASSES: These cars are primarily for NEWER drivers to V8 cars. There are a large number of stock parts. If you have won a feature in a late model style car in the last 10 years, you can NOT drive in this class.

ELIGIBLE MAKES/MODELS: Any Chrysler, Ford or GM model car that was / is mass-produced for the United States Market. Check with track before you build.

MATERIALS: No ceramic or carbon fiber parts allowed. **NO Exotic material**

RADIATOR: One, mounted in front of the engine for the purpose of cooling water and, optionally, to cool an automatic transmission.

ENGINE: Location: Stock location for Make / Model / Year.

ECM Speedway has 2 options for this division. No Mix n Match between the options. MUST BE ALL of the Option you choose. Will be strictly enforced.

Option 1: GM cap seals or GEN-4 Green, **Gen 5 Black** Crate Seals. If Bolts or Seals are altered, you will be DISQUALIFIED. (Must run 500cfm Holley 2 barrel) If you put a 602 Crate Motor in any other chassis besides GM, contact Tech Man for engine location.

Crate Engine must remain as it came from GM, including valve springs, rocker arms and harmonic balancer. Must use same carburetor, flywheel, clutch or torque converter as built engine.

CAM: Chain driven.

A-ARM: May Run no adjustable tubular upper A-Arms with cross shaft on stock mounts.

SPRINGS: Screw type spring spacers maybe used front or rear but must be welded so they can not be adjusted.

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic. **OEM Stock size and style for motor. NO HOLLOW**

PISTONS: Dished or Flat. No Domes.

RODS: Scat or eagle Sir style rods allowed. OEM length. Example: SBC must be 5.7" I-Beam rods No 6" rods. No H-Beam rods. **Steel Only**

HEADS: OEM iron heads. Vortec heads okay. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/ Polishing. No after market heads. May use poly locks. No stud girdles allowed. Crankshaft must be cast, OEM steel, cast stock replacement, such as scat or *48# minimum steel. ALL cast numbers must remain. No cutting counter weights, no knife edge or pendulum cut cranks. Engines may be balanced but no excess cutting. 180# cranking compression.

VALVES: Maximum of 2 valves per cylinder. Max intake is 1.94. Max exhaust is 1.50. Maybe single spring Max of 1.260 diameter or Max of 1.310 be hive. Steel valve spring retainers and locks. Steel valves ONLY with stock diameter stems. Machine cuts only on valve seats and under seats. May have multiple angle valve job.

CARBURETOR: One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. Choke housing must remain in place. Power valve may be removed/blocked off. The accelerator pump squirter may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxing the boosters for safety. * MUST PASS GAUGES

CARBURETOR CLAIM: Any car owner of a car in the FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car, in the FEATURE RACE for \$300 and swap of claimers carburetor. Only 1 Claim per year. (Tech Inspector(s) will have final say so if carburetor is in shape to swap).

INTAKE MANIFOLD: No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. Dual Plane Intake ONLY.

CARBURETOR ADAPTER / SPACER: No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic.

AIR FILTER HOUSING: No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal. NO PLASTIC AIR HATS.

IGNITION: Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank / triggered ignition. No ignition boxes. May run inside mounted Rev limiting Hel

ignition module or external single style, stage soft touch Rev limiter for engine protection in the event of driveline breakage. **NO TRACTION CONTROL**

ALTERNATOR: If used, must be 12 volt and of OEM design.

HARMONIC BALANCER: After market to include fluid damper okay. **Steel Only**

NUMBER ONE PLUG: Must be at stock location for make and model. Engine has to be in stock location on frame.

ZERO ENGINE SET BACKS. STARTER: Full size or Mini Starter okay.

*****MUST HAVE STARTER.*****

WATER PUMP: After market okay.

POWER STEERING PUMP: Stock for make/model. : After market power steering pumps and steering quickeners are okay.

ACCESSORIES: Other items must be OEM style but may be after market items.

PROHIBITED: Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the centerline of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL: Racing gasoline OKAY. No aftermarket additives. No cool cans. **No E85**. See the safety rules on the required fuel cell.

EXHAUST: Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Any cast iron manifold. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers.

FLYWHEEL/FLEXPLATE: OEM steel only. OEM dimensions

CLUTCH/TRANSMISSION: Single disc clutch only 10 1/2" minimum * or combined flywheel and pressure plate weight of 27lbs minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11" minimum required with automatic transmission. Transmission may have shift kit installed, 1/4" steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum. **Must have all gears functioning.**

DRIVE SHAFT: OEM steel. Universal joints are to be similar in design to OEM units. Minimum drive shaft diameter is **2 1/2"** or stock. Floater is ok under rear end. Drive shaft must have safety loop or chain under front of drive shaft.

REAR END: Ford 9" OKAY in any make. When using 9" Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on. OEM 5 or 6 lugs OKAY, consider installing C-Clip eliminators or other provisions such as that

breaking a rear axle does not cause the axle to come out of the housing. All brackets must be steel, must be clamped **and tach** welded or welded on. No kind of floating suspension or brake parts. **Rear end must be welded, locked or spool/mini spool installed. No adjustable lowering blocks on leaf spring cars. No adjustable shackles**

BRAKES: Minimum of 2 rear and 1 front brake. No floating brakes. Stock brake calipers, steel stock replacement single piston calipers or drum brakes only. Rear disc brakes allowed. NO aluminum calipers.

BATTERY: May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. NO EXCEPTIONS. Must power the starter and the ignition and any accessories.

CHASSIS: OEM for Make / Model / Year of the body.

WHEEL BASE: Must be as manufactured for the Make / Model / Year. Minimum Wheel Base 104". A one-inch tolerance may be allowed at the direction of the Technical Inspector for accident damage the day of race.

STEERING: OEM style for Make / Model. No Rack and pinions unless OEM Equipped. No Bump Stops.

SHOCKS: There will be a \$100.00 Claim Rule per shock; you can only Claim ONCE a season. * Shocks- OEM Stock or OEM Style and dimension racing shock. Steel Body ONLY. NON Rebuildable.

FRONT SUSPENSION: OEM , upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. OEM style and dimensions racing shocks allowed. Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stops or Shock Covers. OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Upper control arms, spindles and lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. **Shocks must be in shock location. No Shock extensions. Speedway 3 piece spindle or stock only. Spindle must be make for car (Camaro to Camaro, Metric to Metric)**

REAR SUSPENSION: OEM. Shocks must use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and location. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, ECT. **Shocks must be same distance from rotors. If using a 9" Ford housing, lower shock mount it must be 4 1/2" below bottom of axle tube. 1/2" Tolerance. No Shock extensions, no spacers, no washers.**

TRACTION CONTROL: Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY: OEM production body or sheet metal body OKAY. MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND). Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall must be completely stock and in the stock location. No open holes in firewall (seal Penetrations). Maintain the stock floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver's compartment and the trunk. Car must be sealed at the back of back seat frame work. closed cockpit ok from firewall to rear firewall. All doors must be welded and / or bolted shut. Doors may be gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock bodylines. Must have a metal firewall between driver and fuel cell. No fuel line in drivers compartment unless contained in conduit / pipe. Fenders may be cut for tire clearance. Front fender well may be removed. The rear of the car must be closed in. **Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece. Minimum 2".**

NOSE / GRILL: Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. Hood: May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3" tall with the length proportional to the height. ROOF: Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR: See the section on SAFETY. No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

TRUNK LID: Required. May be gutted. Must be able to be opened.

REAR BUMPER: Any Make / Model OEM OK. Fabricated OK if approved by Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of centerline

SPOILERS: Not allowed, PERIOD. (If your car came with one take it OFF).

WHEELS: 15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OKAY.

TIRES: Hoosier H500 American racer G60 or 60 Series Radial D.O.T. Must punch 55 min on track gauge. NO MUD GRIPS. NO CHEMICAL ALTERATION ON TIRES.

WEIGHT: All cars must weigh 3400 pounds with driver on board.

Drivers Window Net required except when using approved Head and Neck Restraints.

You are allowed to have two seats in car for a passenger, you MUST have proper door bars in right side of car and proper safety seating. If you have a passenger and WIN a race you receive a \$50.00 BONUS. Any Passenger Under 18 years of age MUST Be approved by Tech Official. Passenger must sign release form, pay \$10 entry fee and must wear full racing suit/gear.

Option 2 Engine

602 Crate Motor from Engine Option 1 may be used. No exotic Material

MUST pull 16" of Vacuum @ 1,000 RMPs, NO MORE than 180 lbs compression. No Vacuum Pumps.

BLOCK: Stock based, steel, small block not to exceed 362 ci. Must be stock bore (+60 okay) and stroke. NO stroker / hybrids (No 383ci Chevys, No 347 Fords, ect.) All engine casting numbers stamped on the engine must be unaltered.

CAM: Chain driven.

LIFTERS: Solid or hydraulic. No rollers or mushrooms. No ceramic. **OEM Stock size and style for motor. NO HOLLOW**

PISTONS: Dished or Flat. No Domes.

RODS: OEM length. Example: SBC must be 5.7" I-Beam Rods No 6" rods. No H-Beam rods. **Steel Only**

HEADS: OEM iron heads. Vortec heads okay, Vortec copy okay. Not to exceed 173 intake runner volume. No Porting or Polishing. OEM style stamped steel rockers. No roller rockers. No roller tipped rockers. Screw in studs and guide plates OKAY. No Porting/ Polishing.

VALVES: Maximum of 2 valves per cylinder. Max intake is 2.02. Max exhaust is 1.600.

CARBURETOR: One carburetor 500 cfm two barrel Holley with stock, unaltered, throttle arm and butterflies. Choke plate may be removed. No Porting or Polishing. MUST PASS GO/NO GO gauge. The accelerator pump squirters may not extend into the area directly above the venturi (Tech Purposes). Recommend Epoxying the boosters for safety.

CARBURETOR CLAIM: Any car owner of a car in the FEATURE RACE may claim the carburetor of any car finishing ahead of the claimers car, in the FEATURE RACE for \$300 and swap of claimers carburetor. Only 1 Claim per year. (ECM Speedway Tech Inspector(s) will have final say so if carburetor is in shape to swap).

INTAKE MANIFOLD: No Porting / Polishing. OKAY to drill the intake, to mount on Vortec heads. Any cast iron or aluminum intake. Dual Plane Intake ONLY.

CARBURETOR ADAPTER / SPACER: No more than 1 adapter and no more than 1 spacer, a combined total of 1" thick. May be Aluminum, Wooden or Plastic. Cannot extend into manifold.

AIR FILTER HOUSING: No vacuum lines allowed between the air cleaner and the carburetor. Only one, round, mass produced air cleaner may be used. Maximum size of the element will be 14" in diameter by 4" tall. Air cleaner top and bottom must be made of solid metal. NO PLASTIC AIR HATS.

IGNITION: Battery operated. OEM electronic ignition system such as HEI required. Distributor must be mounted in the stock location and maintain the stock firing order. No crank / triggered ignition. No ignition boxes. **NO Traction control**

ALTERNATOR: If used, must be 12 volt and of OEM design.

HARMONIC BALANCER: After market to include fluid damper okay. **Steel Only**

NUMBER ONE PLUG: Must be at stock location for make and model. Engine has to be in stock location on frame. ZERO ENGINE SET BACKS.

STARTER: Full size or Mini Starter okay. MUST HAVE STARTER.

WATER PUMP: After market okay.

POWER STEERING PUMP: Stock location. After market power steering pumps and steering quickeners are okay.

ACCESSORIES: Other items must be OEM style but may be after-market items.

PROHIBITED: Any titanium or other similar sophisticated lightweight parts. Mounting the engine so that the center line of the crankshaft is more than 1" from the center point between the 2 top ball joints.

FUEL: Racing gasoline OKAY. NO E 85. No aftermarket additives. No cool cans. See the safety rules on the required fuel cell.

EXHAUST: Must exit approximately parallel to the ground and not be aimed in the direction of the cockpit. Headers OKAY with 1 5/8 inch primaries and 3" collectors. No over the frame or crossover headers. Each side must include 36" of 2" pipe.

FLYWHEEL/FLEXPLATE: OEM steel only. OEM dimensions 4

CLUTCH/TRANSMISSION: Single disc clutch only 10 ½” minimum. No aluminum flywheel. Stock type flywheel to weigh no less than 14lbs., stock type pressure plate no less than 13lbs., stock disc type clutch and flywheel required. Stock torque converter 11” minimum required with automatic transmission. Transmission may have shift kit installed, ¼” steel plate surrounding stock bell housing or blow proof bell housing required. No racing clutches are light flywheels, or small torque converters, or racing torque converters are allowed. Functioning torque converters must weigh 38lbs minimum. **Must have all functioning gears.**

DRIVE SHAFT: OEM steel. Universal joints are to be similar in design to OEM units. Minimum drive shaft diameter **2 1/2”**.

REAR END: Ford 9” OKAY in any make. When using 9” Ford make sure brackets are in stock location. IF any questions about stock location, call track BEFORE you weld brackets on. OEM 5 or 6 lugs OKAY, consider installing C-Clip eliminators or other provisions such as that breaking a rear axle does not cause the axle to come out of the housing. **Rear end must be welded, locked or spool/mini spool installed. No adjustable lowering blocks on leaf spring cars. No adjustable shackles.**

BRAKES: Minimum of 2 rear and 1 front brake. No floating brakes. One Master Cylinder ONLY. No Brake Dais. BATTERY: May use 2 batteries. If battery is located in drivers compartment it must be in an enclosed battery box and securely fastened. No bungee cords or ratchet straps. NO EXCEPTIONS. Must power the starter and the ignition and any accessories.

CHASSIS: OEM for Make / Model / Year of the body.

WHEEL BASE: Must be as manufactured for the Make / Model / Year. Minimum Wheel Base 108”. A one-inch tolerance may be allowed at the direction of the ECM Speedway Technical Inspector for accident damage the day of race.

STEERING: OEM style for Make / Model. No Rack and pinions unless OEM Equipped.

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SHOCKS: The Only Shocks ALLOWED in this class are • Afco 10 Series Non/take apart stock mount shocks. • FRONT Shocks Afco 1020, 1021, 1022. • Metric REAR Shocks Afco 1030, 1031, 1035. • Leaf Spring Car Shocks 1032, 1033, 1034. ECM Speedway has the right to take your shock or shocks at any time of the season and have them dyno, to make sure they are legal. During this time of checking your shocks, ECM Speedway will provide you with a shock or shocks until the results come back. If for any reason your shock or shocks are deemed illegal, you will be disqualified, lose all points and winnings from that event. Winnings will be held, until we get results back. There will be a \$100.00 Claim Rule per shock; you can only Claim ONCE a season.

FRONT SUSPENSION: Upper A-arm and all steering linkage may be reinforced as long as their identities remain clear. May use stock dimension tubular upper A-Arms must be mounted in stock location on chassis. OEM style and dimensions racing shocks allowed. Shocks MUST use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stops or Shock Covers. NO SPRING RUBBERS. NO SPRING BUCKETS. NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. OEM style and dimension racing springs allowed. Springs must remain in their stock mounts and locations. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. No driver adjustable suspension devices permitted. Spindles and lower control arms MUST BE STOCK to the chassis being used. Also, upper control arms, spindles and lower control arms must be in STOCK LOCATION for chassis being used. **Shocks must be in shock location. No Shock extensions. Speedway 3 piece spindle or stock only. Spindle must be make for car (Camaro to Camaro, Metric to Metric)**

REAR SUSPENSION: OEM. Shocks must use the OEM mounts and remain in their OEM location. NO SCREW JACKS. No Bump Stop or Shock Covers. OEM style and dimension racing springs allowed. NO SPRING RUBBERS. NO SPRING BUCKETS. **Shocks must be same distance from rotators. If using a 9" Ford housing, lower shock mount it must be 4 1/2" below bottom of axle tube. 1/2" Tolerance. No Shock extensions, no spacers, no washers..**

NO CHAINS, NO CABLES, or NO TETHERS allowed anywhere on chassis or suspension. Springs must remain in their stock mounts and location. For coil spring cars you may use 5" springs. Chrysler torsion bar suspension is permitted if it was stock on the year and model designated for the car. OEM design leaf spring setups in which the springs are securely fastened to the rear end are OKAY. No driver 6 adjustable suspension devices permitted. No "Z" links, aftermarket pan hard bars, aftermarket J-bars, torque links, torque arms, damper shocks, fifth coils, ECT.

TRACTION CONTROL: Other than listed under REAR SUSPENSION, no other traction devices are permitted.

BODY: OEM production body or sheet metal body OKAY MUST LOOK STOCK APPEARING (WE WILL NOT LET THIS GET OUT OF HAND). Complete stock body, unaltered except as stated here. Hoods may be gutted. Firewall must be completely stock and in the stock location. No open holes in firewall (seal Penetrations). Maintain the stock floor from firewall rearward to the leading edge of the trunk. There must be a firewall between the driver's compartment and the trunk. Car must be sealed at the back of back seat frame work. NO decking allowed, must have open cockpit from firewall to rear firewall. All doors must be welded and / or bolted shut. Doors may be

gutted. Install 3 driver's sidebars, with 1/8" steel plate covering the door bars from front to back and top to bottom welded in place on outside of bars (Strongly Recommended). Install a minimum of 2 right side bars. The frame rails do not count as the door bars. See the safety rules for other items. Front inner panels optional on shock cars, required on strut cars. Trunk lid may be gutted. All glass must be removed. No mirrors. Grill may be replaced with wire mesh. Must have stock body lines. Must have a metal firewall between driver and fuel cell. No fuel line in driver's compartment unless contained in conduit / pipe. Fenders may be cut for tire clearance. Front fender well may be removed. The rear of the car must be closed in. Rear of car must have downward slope from back of rear glass to back of trunk lid or tail piece. **Minimum 2"**. NOSE / GRILL: Aftermarket plastic nose for Make / Model OKAY. Front grill may be removed if such nose is installed. MUST Match Body/ Year Model. Hood: May have an opening for the air cleaner. The claimed engine size must be displayed on each side of the hood reading from the closet side of the car. Use letters at least 3" tall with the length proportional to the height.

ROOF: Stock appearing. No spoilers or wings. The left and right edges of the roof are to be approximately the same height from the top of the doors and quarter panels. No more than 1" tolerance. The left and right side support panels for the roof must be the same design and front to back length.

INTERIOR: See the section on SAFETY. No part of the seat may extend rearward past the plane generated by connecting the rear most edges of the doors. Aftermarket GAS pedal OKAY. (May be relocated). Must retain OEM window openings.

TRUNK LID: Required. May be gutted. Must be able to be opened.

REAR BUMPER: Any Make / Model OEM OK. Fabricated OK if approved by Magnolia Motor Speedway Tech. Ends must be smooth. Must be attached to the frame or roll cage in at least 4 places, 2 on each side of center line.

SPOILERS: Not allowed, PERIOD. (If your car came with one take it OFF). WHEELS: 15X8 Steel wheels only. No wide fives. Must mount with at least 5 lug nut design. Mud caps OKAY. Bead Locks OKAY RIGHT SIDE ONLY'.

TIRES: Hoosier H500 or 60 Series Radial D.O.T. NO MUD GRIPS. NO GROOVING TIRES. NO CHEMICAL ALTERATION ON TIRES.

WEIGHT: All cars must weigh 3200 pounds with driver on board.

Drivers Window Net required except when using approved Head and Neck Restraints. You are allowed to have two seats in car for a passenger, you MUST have proper door bars in right side of car and proper safety seating. If you have a passenger and WIN a race you receive a \$50.00 BONUS. Any Passenger Under 18 years of age MUST Be approved by Tech Official. Passenger must sign release form, pay \$10 entry fee and

must wear full racing suit/gear.

GOOD LUCK IN POST RACE INSPECTION. IF YOU FEEL YOU NEED TO TEST THESE RULES, MA BE YOU SHOULD START IN STREET STOCK. FEATURE WINNER WILL START ON THE REAR OF THE NEXT EVENT FEATURE at Home Track. Driver will start on the rear of the next event or the next time driver races. Note: This does not apply if it is a Special Race