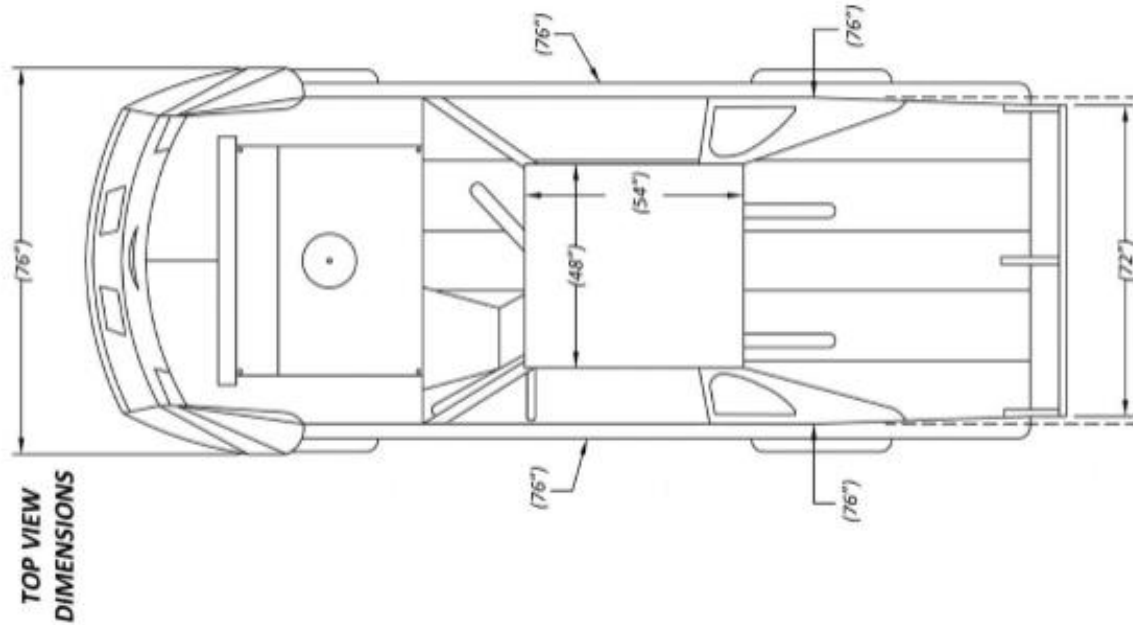




LATE MODEL, CRATE, SPORTSMAN GENERAL / SHARED RULES

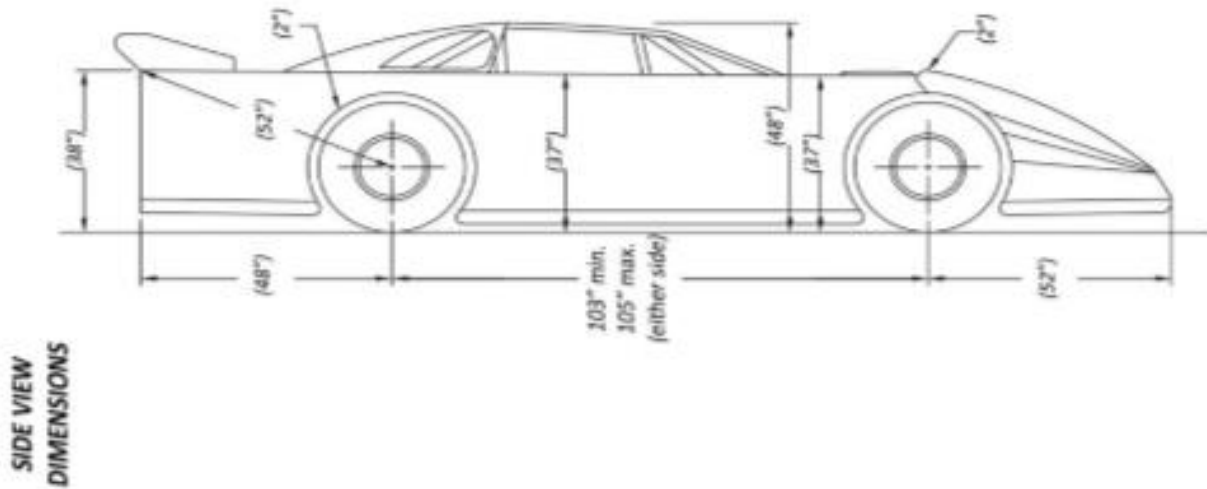
LATE MODEL, CRATE, & SPORTSMAN TOP VIEW DIMENSIONS

- Roof length must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54"). (Except Top Less Sportsman)
- Roof a width must be minimum of forty-eight inches (48") to a maximum of fifty-two inches (52"). (Except Top Less Sportsman)
- All roof side panels must extend to edge of decking. (Except Top Less Sportsman)
- Front fender flares cannot extend beyond from tire more than one inch (1") in width with the wheels pointed right.
- Door cannot exceed seventy-six inches (76") in its entirety at top of door.
- Door cannot exceed eighty-two inches (82") in width at the bottom in the center of car.
- The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, uniformly back to seventy-two inches (72") at the spoiler, equally on both sides.
- Maximum spoiler width is seventy-two inches (72").



LATE MODEL, CRATE, & SPORTSMAN SIDE VIEW DIMENSIONS

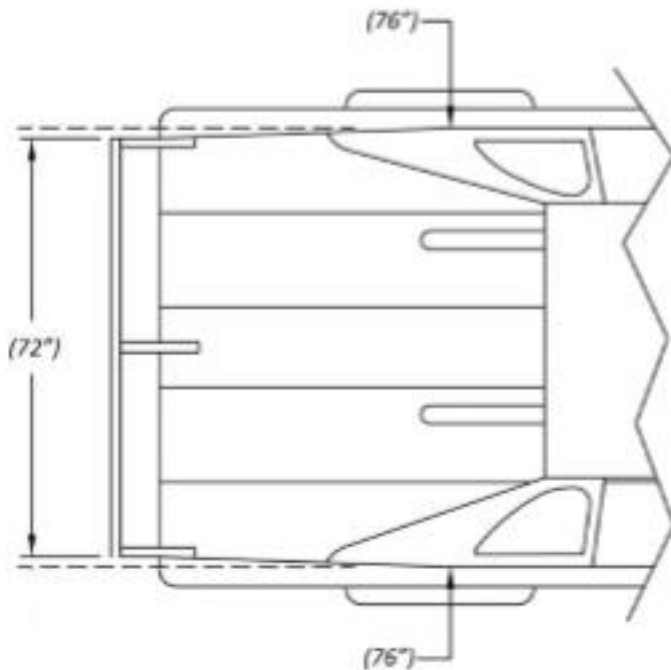
- Stock Nosepiece can extend a maximum of fifty-two inches (52") from center of front hub to farthest point extending forward.
- Roof height must be between forty-five (45") and forty-eight inches (48") from the ground.
- Front fenders cannot exceed thirty—seven inches (37") in height measured from the ground.
- The front fender flares may not be higher than fenders by more than two inches (2").
- Doors cannot exceed thirty-seven inches (37") in height measured from the ground.
- Fifty-two inches (52") maximum center of rear hub to top corner of quarter panel.
- Forty-eight inches (48") maximum length from center of rear hub to end of quarter panel.
- Thirty-eight inches (38") maximum height from top of deck to ground.
- Minimum of two inches (2") tire clearance from body.
- Any skirting can extend beyond the quarter panel.



LATE MODEL, CRATE, & SPORTSMAN QUARTER PANEL OPTIONS

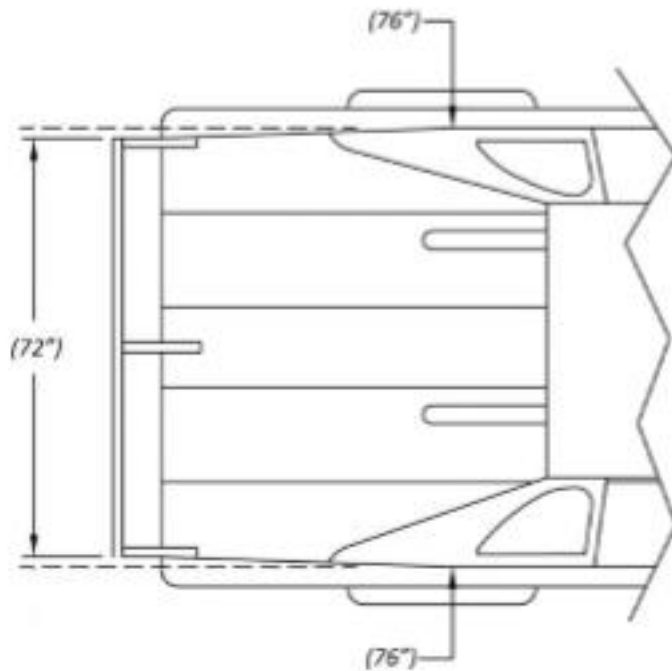
Option 1

- Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, (in uniform) back to seventy-two inches (72") at the spoiler, equally on both sides.
- The quarter panels cannot exceed seventy-six inches (76") in width at any point behind the center of the rear hub as measured at the top.
- Maximum spoiler width is seventy-two inches (72").



Option 2

- Rear decks must taper from seventy-six inches (76"), as measured at the top over the rear hubs, back to seventy-two inches (72") at the spoiler, on the left side only.



BODIES

- A. Nosepiece and roof must match body style of car.
- B. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- C. Floorboards and firewall must cover the driver's area and be constructed to provide maximum safety.
- D. Driver's seat must remain on the left side of the drive line.
- E. Front window bars are mandatory.
- F. Legible numbers, at least eighteen inches (18") high are required on each side of the car and roof.
- G. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- H. Bodyline must be a smooth even line from front to rear.
- I. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.

J. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.

K. No wings or tunnels of any kind are permitted underneath the body or chassis of the car. A maximum of one (1) stone deflector, for rear mounted oil pumps, oil filters, and for the main oil tank will be permitted. The deflector may be made of steel, aluminum, or heavy gauge wire. The cover may only be mounted near the unit it is designed to protect with a maximum size of mounted only from the upper right frame rail to the lower right frame rail.

L. All body panels must be solid. No holes, slots, or air gaps are permitted.

M. All non-approved bodies or any section/s of the body can or will be assessed a fifty pound (50#) minimum weight penalty at the discretion of the Technical Director.

N. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

O. Any air cleaner scoops used must be positioned in front of or around the air cleaner and cannot exceed one (1") inch in height above any part of the air cleaner. The scoop cannot be designed with fins or raised edges to direct airflow. The scoop cannot extend behind the rear of the air cleaner and must have a maximum width of seventeen inches (17") at the rear, with a maximum of ten inches (10") width at the front and cannot have more than one inch (1") opening in height at the front.

P. No cockpit or driver adjustable shocks, hydraulic or pneumatic weight jacks, trackers, MSD boxes or similar adjustable components of any kind are permitted inside the cockpit of the car. Taping over of any adjuster is not permitted. The offending component must be removed from the cockpit.

STOCK NOSEPIECES

A. Boyd's Speedway's Technical Inspector must approve all stock nosepieces.

B. Nose-pieces must be made of molded type material.

C. Two (2) piece noses must be fastened together in the center. No spacers to gain width are permitted.

D. The nose-piece must be mounted so as not to alter its original shape.

E. Adding to the bottom of the nose-piece in the front achieving lower ground clearance is permitted.

F. A stock nose-piece can extend a maximum of fifty-two inches (52") from the center of the front hub to the farthest point extending forward.

G. Front fender flairs must be made of plastic and cannot alter the original shape of the nosepiece. The front fender flairs cannot extend beyond the front tire more than one inch (1") in width with wheels pointed straight.

H. Front fender flairs must have collapsible support.

I. Front fender flairs can extend a maximum of three inches (3") above the fender tops and hood.

J. Front fender flairs can extend a maximum of four inches (4") above where the filler panel meets the hood.

ROOF AND ROOF SUPPORTS

A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").

C. Roof must be stock appearing and mounted level.

D. Roof height must be between forty-five inches (45") and forty-eight inches (48") from the ground.

E. The roof must be mounted parallel to body and near center of the car.

F. A maximum one and one half inch (1.5") roll, turned downward, is permitted along the front edge of the roof. A maximum one-inch (1") roll turned downward is permitted along the rear edge of the roof. (Roll permitted to help strengthen roof).

G. No flat or odd shaped roofs permitted.

H. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must remain the same size. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.

I. Sail Panel Windows Openings must be the same size on both the left and right sides, they must be in the same location and orientation on both the left and right sides.

J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.

K. Front posts must be flat and in uniform width from top to bottom – four inch (4") maximum width.

L. Any sun shields, four inch (4") maximum, must be able to hinge for easy exiting of car.

FRONT FENDERS AND HOOD

A. Must be level and flat from left to right side of car.

- B. Fenders are not permitted to gain height from front to rear of car.
- C. No part of fender or hood can be outside of the bodyline.
- D. The front fender can be a maximum of thirty-six inches (36") in height. Height is measured vertically from the ground to the top of the fender behind the front tires.

DOORS

- A. Door to door cannot exceed seventy-seven inches (77") in width at the top of the doors.
- B. Door to door cannot exceed eighty-two inches (82") in width at the bottom in the center of the car.
- C. Doors cannot exceed thirty-six inches (36") in height measured from the ground.
- D. At no point, can the door sides break in towards the center of the car between the top and bottom measurements.
- E. The minimum ground clearance permitted is three inches (3").

QUARTER PANELS

- A. No offset quarter panels permitted. All quarter panels must taper equally towards the center of the car.
- B. Tire clearance from body must be a minimum of two inches (2"). No wheel skirts permitted.
- C. At no point, can quarter panel sides break in towards center of the car.
- D. Right side quarter panel must be straight in line with the door or taper in a maximum of one inch (1").
- E. Left rear quarter panels must extend downward from the deck a minimum of thirty-three inches (33") and a maximum of thirty-six inches (36") including the plastic. (The measurement is taken at the front and rear of the quarter panel.)
- F. Right rear quarter panels must extend downward from the deck a minimum of twenty-seven inches (27") without the plastic and thirty-one inches (31") with plastic. (The measurement is taken at the front and rear of the quarter panel.)

(NOTE: THERE WILL BE A 1" TOLERANCE ON BOTH QUARTER PANELS)

FRAMES

- A. No aluminum frames permitted in construction of car.
- B. Minimum 103" wheelbase.
- C. Rectangle or Square Tubed Frames

1. The frame of all cars must be constructed of two-inch (2") by two-inch (2") minimum rectangular or square tubing with a minimum of eight inch (8") circumference and a minimum of eighty-three thousand-inch (.083") wall thickness.

D. Round Tube Frames

1. The frame of all cars must be constructed of a minimum of one and three quarter inch (1¾") round tubing and must have a wall thickness of eighty-three thousand-inch (.083") wall thickness minimum.

E. If rear bumper is stubbed, it may only extend a maximum of eight inches (8") beyond frame. Any stubbed rear bumpers that extend eight inches (8") or more beyond frame must be rounded and directed towards the front of the car.

F. It is recommended that all cars be equipped with a tow hook or strap. G. All battery supports must be braced in two axis - two horizontal and one vertical.

ROLL CAGES

A. Cars must have a suitable steel roll cage in drivers' compartment including headrest.

B. Side roll bars are mandatory and must extend into the door panels.

C. A minimum of three (3) bars must be used on the left side of the car. Each bar must be a minimum of one and one-half inch (1½") in diameter with a minimum thickness of ninety-five thousand inch (.095").

D. Roll cage must be welded to the frame.

E. Roll cage must be above the drivers' helmet.

F. No "fin-shaped" or "foil-shaped" add-ons permitted on any part of the roll cage. The entire roll cage must be constructed of round tubing only.

G. Roll cage padding certified to SFI Spec 45.1 is recommended anywhere the driver's helmet may meet the roll cage while sitting in the driving position.

INTERIORS

A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.

B. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel.

C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".

D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.

E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.

F. All cars with interior panels must at NO point in the car be over three inches (3") in height. The portion of the panel running beside the driver must taper to zero or end in line with the steering wheel.

G. If interior is dropped at firewall, that portion of the firewall must be filled for safety reasons. Dropped Interiors will be monitored by the Technical Director and his calls on dropped interiors are final.

H. No wings or tunnels of any kind allowed underneath the body or chassis of the car

SPOILER

A. Rear spoiler must be manufactured of material of adequate strength such as Sheet metal, Lexan, or Aluminum.

B. (LATE MODEL) = Total amount of rear spoiler material used must not exceed eight-inches (8") in height (measured from deck to tip of material).

C. (CRATE) = Total amount of rear spoiler material used must not exceed EIGHT INCHES (8") in height (measured from deck to tip of material).

D. Maximum seventy-two-inch (72") width.

E. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."

F. Rear spoiler must begin where quarter panels end. No extended decks permitted.

G. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.

H. Spoiler supports cannot be mounted wider than the top of the quarter panel.

ENGINES

A. REFER TO CLASS RULES FOR SPECIFIC ENGINE DETAILS

B. Engines must be based on a factory design and must be naturally aspirated. Steel blocks only.

C. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.

D. However, the engine must have an operating self-starter.

E. The engine may be set back a maximum of six inches (6") from the center of ball joint to front spark plug hole.

F. Carburetor is limited to one four barrel. G. All engines are limited to one spark plug and two valves per cylinder.

- H. No engines using coil packs are allowed (excluding the 525-crate motor)
- I. Engine must operate using a single distributor. (excluding the 525-crate motor)
- J. No distributor-less engines permitted. (excluding the 525-crate motor)
- K. A harmonic balancer certified to SFI Spec 18.1 is required.
- L. No overhead cam engines.

FUEL SYSTEMS

An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car inside a 20-gauge metal box supported by two (2) 1/8 x 2" steel straps.

A firewall must be installed between the fuel tank and drivers' compartment.

- A. All cars must have fully charged fire extinguisher mounted within reach of DRIVER
- B. All cars must have a Fuel Cell Tip Valves installed in case of roll over.
- C. Gasoline & E-85 only. Nitrous gases or other nitrate additives are not permitted.

CHASSIS

- A. No titanium chassis or suspension components
- B. No titanium fasteners

TRANSMISSION, CLUTCH AND REAR END

- A. All transmissions must be fully functional with both forward and reverse gears.
- B. Manual transmission must be equipped with an operational clutch.
- C. Automatic transmissions are permitted. (Refer to CLASS specifics)
- D. The transmission must be mounted to the rear of the engine and lead to the driveshaft.
- E. No "live-axle" rear-ends are permitted.
- F. No independent rear suspensions are permitted.
- G. All rear-ends using a cable to lock-in the rear end must have the cable mounted outside the cockpit area and not in reach of the driver.

DRIVE SHAFTS

- A. All drive shafts must be a minimum of two inches (2") in diameter.

- B. All drive shafts must be painted white.
- C. Only one drive shaft is permitted per race car.
- D. All drive shafts must be protected with a secure drive shaft hoop or sling.

ENVIRONMENTAL WARNING

Any driver or crew-member found to be altering, by means of contaminating the racing surface or pit area or racing entrances and/or staging or technical inspection areas or ANY part of the event grounds or properties and nearby driveways will be disqualified. The local authorities and/or agencies may be notified and the violator(s) and their information may be turned over to these authorities at that time. No race-cars or vehicles - including, but not limited to - race trailers, or support vehicles or trailers – will be allowed to carry or conceal, in - marked, unmarked or using any form of mis-representation of jugs or bottles or carrying devices of any type (with concerns to chemicals), for the purpose of altering, conditioning or changing a tire's baseline-settings (from its original factory set baseline settings), will not be allowed in or around Boyd's Speedway Event(s).

STARTERS

- A. All cars must have a working starter.
- B. All cars must crank from inside the cockpit.

WEIGHTS

- A. All attached weights must be securely bolted to frame using (QTY 2) ½" (or larger) bolts and nuts with washers WITH CAR NUMBER ON LEAD
- B. All weights must be painted white
- C. Your car number must be clearly written on all lead / weight.

WHEELS

- A. Steel and aluminum wheels are allowed.
- B. Wheels must be mounted with lug nuts: no knock-off mounting devices are allowed.
- C. Maximum wheel width is fourteen inches (14").

BRAKES

- A. Must be equipped with sufficient four (4) wheel braking system.
- B. On track three-wheel braking is allowed.

C. No titanium or carbon fiber brake rotors are permitted.

REMOTE CONTROL SUSPENSION DEVICE

A. NO "in-cockpit driver controlled" suspension devices permitted.

B. NO weight jacks of any kind permitted. [This includes on fifth (5th) coils, etc.] ANY driver using "in-cockpit driver controlled" suspension devices or weight jacks WILL BE DISQUALIFIED FROM COMPETITION!

TRACTION CONTROL DEVICES

A. All Traction Control Devices are strictly prohibited during any / all events (including practice / test sessions).

B. All traction control devices whether electronically controlled in the ignition system, wheel sensors or any means of measuring ground speed (GPS) to control wheel spin are strictly prohibited. All devices not mentioned in the above that are found to control wheel spin, timing or fuel delivery control will be considered strictly prohibited.

C. At NO time during the 2015 season or beyond will there be any type of ping control devices, dial a chip controls, timing controls or any modifications to the ignition control boxes, distributors, or any other part of the Ignition System. This includes any add on component or components inside or outside the cockpit of any competitor's racecar. There shall be NO driver controlled wheel spin, timing, or fuel delivery control devices inside (OR in any area outside) the cockpit area of any racecar.

D. A competitor found with any of the above mentioned will lose the complete device permanently and will lose all points earned to that point in the season.

NOTE: A competitor may be asked for his electronic ignition at any time by the Technical Director to be sent for testing and inspection. Failure to hand over the electronic ignition will result in the holding of any purse monies won.

SAFETY EQUIPMENT

A. NO batteries to be located in the drivers' compartment/cockpit.

B. Full containment racing seats are Strongly Recommended. All seats must be mounted properly & securely per the Technical Directors recommendations. The use of Grade 5 or better hardware is also required to attach the seat to the chassis.

C. The use of a 5, 6, or 7-point driver restraint system certified to SFI Spec 16.1 or 16.5 is REQUIRED! NO EXCEPTIONS!!! All driver restraint systems shall not be in excess of 2 years of age past the date of manufacture. The use of a 7-point driver restraint system is strongly recommended. All mounting points of the racing harness MUST be mounted properly in accordance with the manufacturer's instructions, and securely mounted to the chassis with the use of grade 5 or better hardware.

D. A helmet certified to Snell SA2000, SA2005 or SA2010 Standard or SFI Spec 31.1A, 31.1/2005 or 31.1/2010 is **REQUIRED! NO EXCEPTIONS**

E. A driver suit certified to SFI Spec 3.2A/5 is **REQUIRED! NO EXCEPTIONS**

F. Gloves certified to SFI Spec 3.3/5 are **REQUIRED! NO EXCEPTIONS**

G. Fire resistant socks are **RECOMMENDED**.

H. Eighteen (18)-gauge steel or one and one-eighth inch (1/8") aluminum "cockpit tub" to protect front, sides and rear of driver is **HIGHLY RECOMMENDED**.

I. **All cars must have fully charged fire extinguisher mounted within reach of DRIVER**

J. **All cars must have a Fuel Cell Tip Valves installed in case of roll over.**

K. **RACING SEAT HIGHLY RECOMMENDED is a seat SFI CERTIFIED**

L. **Must be mounted with grade 5 or better hardware 4 BOLTS MINIMUM**

M. **Must have 5-point safety belts NO MORE THAN 2 YEARS OLD**