



STREET STOCK RULES

Boyd's Speedway will be NeSmith sanctioned in Street Stock for 2018!

WEEKLY GENERAL RULES:

1. THE RULES AND/OR REGULATIONS SET FORTH HEREIN DOES NOT EXPRESS OR IMPLIES WARRANTY OF SAFETY FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THESE RULES ARE INTENDED AS A GUIDELINE FOR THE CONDUCT OF THE BOYD'S SPEEDWAY STREET STOCK DIVISION, ARE IN NO WAY A GUARANTEE AGAINST INJURY TO PARTICIPANTS.
2. THESE RULES AND/OR REGULATIONS WILL APPLY TO ALL BOYD'S SPEEDWAY STREET STOCK DIVISION EVENTS.
3. BOYD'S SPEEDWAY OFFICIALS SHALL HAVE FULL AUTHORITY OVER EVENTS, AND IN THE EVENT OF ANY DISPUTE THE HEAD OFFICIAL'S DECISION WILL BE FINAL.
4. ALL COMPETITORS ARE SUBJECT TO BE INSPECTED BY THE BOYD'S SPEEDWAY TECHNICAL INSPECTORS AT ANY TIME DURING ANY EVENT.
5. **BOYD'S SPEEDWAY RESERVES THE RIGHT TO CONFISCATE ANY SUSPICIOUS, OR DEEMED ILLEGAL COMPONENTS.**
6. BOYD'S SPEEDWAY RESERVES THE RIGHT TO ALTER OR AMEND THESE RULES AND/OR REGULATIONS IN THE INTERESTS OF FAIR COMPETITION. ALL OFFICIAL'S DECISIONS ARE FINAL.
7. THE RULES AND REGULATIONS FOR THE BOYD'S SPEEDWAY STREET STOCK DIVISION HAVE BEEN SANCTIONED AND APPROVED BY THE CRATE RACIN' USA STREET STOCK DIVISION, P.O. BOX 1346, CARTERSVILLE, GA 30120, AND AVAILABLE ONLINE AT WWW.NeSMITHRACING.COM.

SAFETY RULES: SAFETY IS THE PRIMARY RESPONSIBLTY OF THE RACER!! ALL TRACKS GENERAL SAFETY RULES APPLY AT ALL TIMES TO EVERYONE PARTICIPATING. WE DO RECOMMEND THE FOLLOWING:

- 1. ALL DRIVERS WEAR FULL FIRE SUIT, SHOES, AND GLOVES.**
- 2. ALL CARS HAVE FULLY CHARGED FIRE EXTINGUISHER MOUNTED WITHIN REACH OF DRIVER.**
- 3. ALL CARS HAVE A QUALITY FUEL CELL, WITH ROLL OVER VALVE (CHECK VALVE) IN FUEL CELL VENT.**
- 4. DRIVERS SIDE WINDOW NET.**

WEEKLY ENGINE RULES:

ENGINE OPTION 1:

1. GM PART NUMBER 88958602/19258602, WEIGHT 3,000
2. ANY & ALL STEEL MOTORS OVER 602 TO 362 WEIGHT 3200
3. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM. ORIGINAL GM SEAL BOLTS, OR CRATE USA GEN. III (YELLOW), OR GEN. IV (GREEN) ARE THE ONLY SEALS ALLOWED, SEALS NOT ALLOWED ARE: NO RM BOLTS, NO GEN. I (SILVER) OR NO GEN. II (BLUE) CABLE SEALS 2015 FORWARD. TO COMPETE WITH ANY OTHER SEALING SYSTEM CONTACT CRATE RACIN USA FOR APPROVAL. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
4. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH. ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, OR CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH ANY CRATE RACIN' USA SANCTIONED EVENT FOR THE REMAINDER OF SEASON AND FUTURE SEASONS.
5. NO CHANGES ARE ALLOWED TO THE ENGINE INCLUDING THE INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER, OR ANY OTHER PART(S) ON OR IN ENGINE.
6. NO VACUUM PUMPS.
7. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED, OR CHANGED FROM FACTORY SPECS.
8. ENGINE'S GM SERIAL NUMBER, AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.
9. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT, AND SUSPENDED FROM SERIES COMPETITION FOR 365 DAYS AND PAY A \$1,000 FINE. AFTER THAT PERIOD, THE DRIVER CAN ONLY COMPETE IN SERIES EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS, OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

10. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS OUTSIDE THE SEALING BOLTS OF THE ENGINE WILL RESULT IN THE DRIVER BEING DISQUALIFIED FROM THAT EVENT. DRIVER AND/OR OWNER COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO BUT NOT MORE THAN 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00 AT SERIES OFFICIAL'S DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

ENGINE OPTION 2:

1. MINIMUM WEIGHT 3200 LB. 362 CUBIC INCH MAXIMUM, FACTORY STEEL BLOCKS, ANY CAST IRON STEEL HEAD, **NO PORTING OR POLISHING** OF CYLINDER HEAD. MAX. VALVE SIZE: 2.02" INTAKE, AND 1.6" EXHAUST. ANY INTAKE MANIFOLD, NO PORTING OR POLISHING. NO ALUMINUM HEADS. STEEL OR CAST CRANKS AND RODS. AFTERMARKET REPLACEMENT CRANKS AND RODS OK. CAST OR STEEL CRANKSHAFTS AND RODS ONLY. NO EXOTIC MATERIAL CRANKS OR RODS (EX. ALUMINUM OR TITANIUM).

2. FLAT TOP PISTONS ONLY. ANY FLAT TAPPET CAMSHAFT ONLY. NO ROLLER CAMS. TIMING CHAINS ONLY. NO GEAR DRIVES.

3. STUD MOUNT ROCKERS ONLY. NO STUD GIRDLES. STOCK DIAMETER VALVE SPRINGS ONLY. 1.250" MAXIMUM O.D. BEEHIVE SPRINGS ALLOWED, 1.310" MAXIMUM O.D., ANY MANUFACTURER (CHEVY, FORD, OR DODGE). ANY CYLINDER HEA. NO DOUBLE VALVE SPRINGS.

ENGINE OPTION 3:

1. ANY ENGINE LARGER THAN 362 CUBIC INCHES, 3400LB. MINIMUM. MUST USE ALL OTHER INTAKE, CAM, CARBURETOR, AND CYLINDER HEAD RULES, **ALL OTHER ENGINE OPTION 2 RULES APPLY.**

ENGINE OPTION 2&3 Infractions:

1. ANY VIOLATION OF THE ENGINE RULES AND SPECS INTERNALLY OR WITHIN THE SEAL OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR OWNER BEING DISQUALIFIED FROM THAT EVENT, AND SUSPENDED FROM SERIES COMPETITION FOR 365 DAYS AND PAY A \$1,000 FINE. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

2. ANY VIOLATION OF THE ENGINE RULES AND SPECS EXTERNALLY OR OUTSIDE THE SEAL OF THE ENGINE WILL RESULT IN THE DRIVER BEING DISQUALIFIED FROM THAT EVENT. DRIVER AND/OR OWNER COULD BE SUSPENDED FROM SERIES COMPETITION FOR UP TO BUT NOT MORE THAN 30 DAYS, AND FINED UP TO BUT NOT MORE THAN \$500.00 AT SERIES OFFICIALS DISCRETION. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

WEEKLY ENGINE SETBACK RULE:

1. ENGINE MUST BE MOUNTED IN STOCK LOCATION, CENTER OF CHASSIS. #1 SPARK PLUG MUST BE IN FRONT OF OR CENTERLINE OF UPPER BALL JOINT.

2. WEIGHT PENALTIES OF 50LB PER" WILL BE ADDED FORWARD OF WATER PUMP FOR IMPROPER SET BACK.

WEEKLY CARBURETOR RULE:

1. HOLLEY 4412 500 CFM 2 BARREL. NO PORTING OR POLISHING, CHANGING OF BOOSTERS, OR ALTERING OF BASE PLATE AND THROTTLE SHAFTS IN ANY WAY.
2. 2 BARREL CARBURETOR WILL BE CHECKED WITH GO-NO-GO GAUGES TOP TO BOTTOM.
3. MAY RUN 1" MAXIMUM CARBURETOR SPACER .040" TOLERANCE (AT NO POINT MAY SPACER EXTEND INTO INTAKE MANIFOLD AREA) WITH 2 STANDARD THICKNESS CARBURETOR GASKETS, .070" MAXIMUM THICKNESS. EITHER ENGINE.
4. 602 ENGINES MAY RUN ANY 4 BARREL CARBURETOR.

WEEKLY DISTRIBUTOR RULE:

1. ANY STANDARD DISTRIBUTOR TYPE ELECTRONIC IGNITION ALLOWED. MSD OK. NO MAGNETOS, AND NO CRANK TRIGGER SYSTEMS.
2. NO ELECTRONIC TRACTION CONTROL DEVICES ALLOWED! DRIVERS FINISHING IN TOP 5 MAY PROTEST ANOTHER TOP 5 FINISHERS BOX FOR \$100. SERIES KEEPS \$100 PROTEST FEE.
3. NO EXCEPTIONS

WEEKLY STARTER RULE:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER. STARTER MUST BE MOUNTED IN STOCK LOCATION. NO REVERSE MOUNT STARTERS.

WEEKLY WATER PUMP RULES:

1. STOCK TYPE CAST OR ALUMINUM PERMITTED.
2. NO ELECTRIC WATER PUMP.
3. MANUAL FANS ONLY. NO ELECTRIC FANS

WEEKLY EXHAUST RULES:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF CONSISTENT DIAMETER.
2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATES. WHEN MANDATED, MUFFLERS MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS i.e. BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC. MUFFLERS MUST MEET LOCAL SPEEDWAY'S NOISE DECIBEL REQUIREMENTS.
3. NO TRI-Y HEADERS OR MERGED HEADERS ALLOWED.

WEEKLY FUEL - FUEL CELL - FUEL PUMP RULES:

1. AN APPROVED FUEL CELL MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS.
2. GASOLINE OR RACING GAS ONLY! NO METHANOL OR ALCOHOL .NO NITROUS OXIDE. NO PROPYLENE OXIDE. NO NITROETHANE OR MTBE. FUELS MUST HAVE A SPECIFIC GRAVITY OF LESS THAN .761. ANY FUEL WITH A SPECIFIC GRAVITY OF .762 OR GREATER WILL BE DISQUALIFIED. IT IS THE RACER'S RESPONSIBILITY TO KNOW WHAT HE/SHE IS PUTTING IN THE FUEL CELL. TRACK RESERVES THE RIGHT TO TAKE FUEL SAMPLES AND SEND THEM TO AN INDEPENDENT LAB FOR TESTING AT ANY TIME.

Recommended Fuels to Use:

Sunoco Race Fuels 260-GT

Sunoco Race Fuels 260-GT Plus

Sunoco Race Fuels E-15

Sunoco Race Fuels E85R – Pale Green in color.

3. E85 FUEL IS ALLOWED. FUEL MUST CHECK WITHIN 1% AT ANY TIME CHECKED (MIN 84% ETHANOL- MAX 86% ETHANOL). SEASONAL BLENDS AT THE PUMP VARY GREATLY FOR STREET CARS. FOR BEST PERFORMANCE AND THE FEWEST PROBLEMS MAKE SURE E85 MEETS THIS SPEC. IT IS YOUR RESPONSIBILITY TO KNOW WHAT YOU'RE PUTTING IN YOUR FUEL TANK! E85 TESTERS ARE READILY AVAILABLE AND EASY TO USE TO INSURE YOU'RE WITHIN THE RULES. E85 FUEL TESTERS CAN BE PURCHASED EASILY FROM YOUR LOCAL RACE PARTS DISTRIBUTOR, SUMMIT, OR JEGS. QUICK FUEL AND WILLY'S HAS A VERY AFFORDABLE TESTER RANGING FROM \$16-\$25.
4. MECHANICAL FUEL PUMP ONLY. MOUNTED IN STOCK LOCATION. NO ELECTRIC FUEL PUMPS. NO BELT DRIVE FUEL PUMPS.

WEEKLY EVENT ENGINE PROTESTS:

1. THE PROTEST FEE FOR A COMPLETE TEAR DOWN ON AN ENGINE THAT FINISHES THE FEATURE EVENT IS \$500. \$250 FOR TOP END PREOTEST.602 ENGINE - COMPLETE TEAR DOWN IS ONLY OPTION AVAILABLE. THE PROTEST FEE MUST BE PAID TO THE RACE DIRECTOR OR TECHNICAL DIRECTOR, IN CASH, WITHIN 10 MINUTES AFTER THE CHECKERED FLAG, HAS FALLEN ON THE FEATURE. MUST FINISH IN THE TOP 5 TO BE ELIGIBLE TO PROTEST. \$100 OF PROTEST FEE WILL GO THE SERIES/TRACK. REMAINING WILL GO TO WINNER OF PROTEST. **ANY PART OR PARTS FOUND TO BE ILLEGAL WILL BE CONFISCATED.**
2. ANY TIME AN ENGINE IS PROTESTED, AND DRIVER/CAR OWNER ACCEPTS PROTEST AND AGREES TO TEAR DOWN, THE ENGINE BEING PROTESTED MUST BE REMOVED AND INSPECTED OR IMPOUNDED BY RACE TRACK RIGHT THEN. ARRANGEMENTS FOR NATIONAL TECHNICAL DIRECTOR FOR INSPECTION CAN BE MADE IF NECESSARY. ANY REFUSAL AT THIS POINT FOR ANY REASON WILL RESULT IN DISQUALIFICATION AND DEALT WITH ACCORDINGLY.
3. ANY CRATE RACIN' USA SANCTIONED RACE TRACK IS AUTHORIZED TO CALL FOR AN ENGINE INSPECTION OR TEAR DOWN BY TRACK OR CRATE RACIN' USA NATIONAL TECHNICAL DIRECTOR. IF THIS HAPPENS TRACK WILL REMOVE ENGINE AT RACE TRACK, AND INSPECT OR IMPOUND UNTIL INSPECTION DAY CAN BE ARRANGED FOR ALL PARTIES INVOLVED.

4. FAILURE AND/OR REFUSAL TO TEAR DOWN ANY ENGINE AND/OR FOR YOUR RACE CAR TO BE INSPECTED BY SERIES OFFICIALS AT ANY TIME WILL RESULT IN A 365-DAY SUSPENSION AND FINE OF A DETERMINED AMOUNT BY SERIES OFFICIALS.

5. ONLY TWO PEOPLE FROM THE PROTESTED CAR AND 1 PERSON DESIGNATED FROM THE TEAM PROTESTING WILL BE ALLOWED IN THE TECH AREA DURING A PROTEST. ALL OFFICIAL'S DECISIONS ARE FINAL.

CROSS BREEDING BODIES & ENGINES: ENGINE MANUFACTURER AND BODY MANUFACTURER MAY BE CROSS BRED. EXAMPLE: CHEVY ENGINE IN FORD CHASSIS AND BODY, OR DODGE OR FORD BODY ON CHEVY CHASSIS AND ENGINE.

WEEKLY BODY RULES:

1. ALL CARS MUST HAVE STOCK APPEARING ROOFS. NO FLAT LATE MODEL OR OPEN WHEEL MODIFIED STYLE ROOFS. ALL ROOFS MUST HAVE ROOF SUPPOORTS FRONT AND REAR SHOULD BE STOCK OR MADE JUST LIKE STOCK. REMAINDER OF BODY MAY BE OEM, OR OEM REPLACEMENT PARTS. MAY USE AFTERMARKET BODY PANELS. STEEL OR ALUMINUM HOODS, FENDERS, DOORS, QUARTERS (FENDERS AND QUARTERS MAY BE MADE OF COMPOSITE MATERIAL), OR TRUNK LIDS. ALL BODIES MUST BE STOCK STYLE, HAVE BODY SEEMS, AND LOOK LIKE CAR BEING CLAIMED. NO RAISED QUARTER PANELS. **DECK HEIGHT: 40" PRE-RACE WITH A 1" TOLERANCE GIVEN POST RACE ONLY**, MEASURED FROM BOTTOM OF SPOILER TO THE GROUND. DECK WIDTH: **MAXIMUM 64"**. NO FIBERGLASS SIDE BODY PANELS ANY WHERE.

2. ALL CARS MUST HAVE STEEL FIREWALL AND STEEL FLOOR PAN TO REAR OF DRIVERS SEAT, AND IT MUST EXTEND FROM DRIVERS STOCK FRAME RAIL TO PASSENGER SIDE STOCK FRAME RAIL. FIREWALL MAY BE CLEARANCED FOR HEADERS AND HAVE FULL DRIVE SHAFT TUNNEL. RIGHT SIDE FLOOR PAN MUST BE SAME LEVEL AS DRIVERS SIDE FLOOR PAN. 20 GAUGE MINIMUM STEEL WITH DRIVE SHAFT TUNNEL, FULLY WELDED AND ENCLOSED. MAY MAKE FIREWALL AND FLOOR PAN OUT OF THICK HEAVY GAUGE ALUMINUM, .080" MINIMUM THICKNESS, AND MEET THE SAME CRITERIA AS STEEL FIREWALL AND FLOOR PANS. NO TUNNELLING FLOOR PANS LIKE LATE MODEL OR MODIFIED. IF PASSENGER SIDE IS ENCLOSED, AN INSPECTION DOOR MUST BE INSTALLED 8" X 8" MINIMUM. BODY MUST BE CENTERED ON CHASSIS, AND BE STOCK APPEARING IN ALL WAYS. INSTALL IT RIGHT THE FIRST TIME.

3. AFTERMARKET PLASTIC NOSE PIECES **MANDATORY**. FRONT AND TAIL MUST BE ENCLOSED, AND LOOK LIKE CAR BEING CLAIMED. NO FLOPPERS OR FENDER SKIRTS ON FRONT END LIKE A LATE MODEL. ALL FENDER ENCLOSURES MUST REMAIN TIGHT WITH BODY LINES & BE RIVETED TO FENDERS TUCKED IN TIGHT WITH BODY LINES. NOSE PIECES SHOULD BE MOUNTED HIGH AND TIGHT LIKE A STREET CAR. NO RAKED MOUNTING OF NOSE. MAXIMUM OF 3" FALL FROM FIREWALL TO LEADING TOP EDGE OF NOSE PIECE. TAIL MUST BE COMPLETELY ENCLOSED. MOLDED PLASTIC TAIL PIECE FOR BODY BEING USED PREFERED, AND ATTACHED AT QUARTER PANELS. NO HOLES IN TAIL PIECES. SHEET METAL OR ALUMNIMUM TAIL PIECES ALLOWED AND MUST EXTEND QUARTER PANEL TO PANEL WITH NO GAPS, AND EXTEND BELOW FRAME HORNS IN A STRAIGHT HORIZONTAL LINE QUARTER PANEL TO QUARTER PANEL. NO WEDGE OR LATE MODEL STYLE NOSE PIECES ALLOWED.

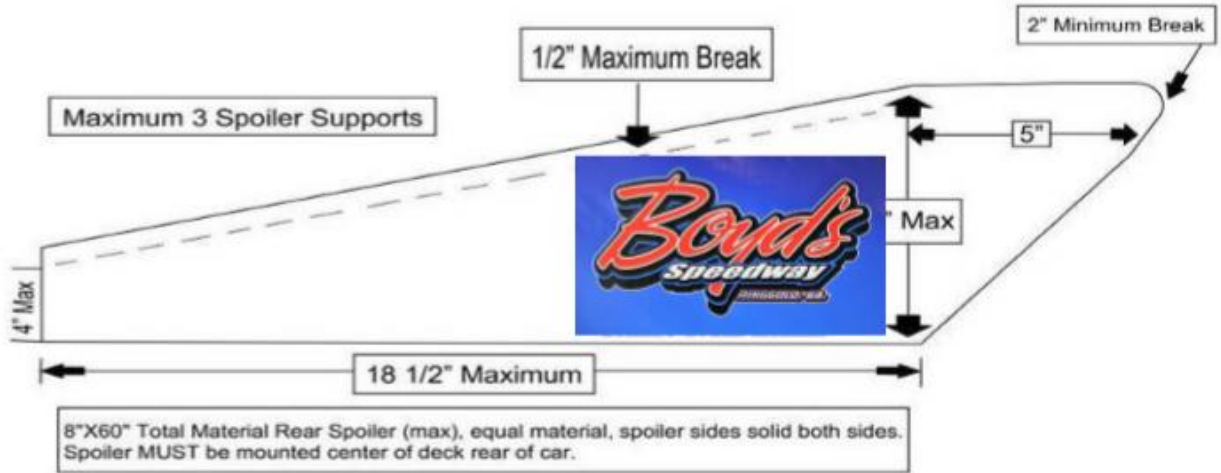
NOTE: ALL MEASUREMENTS OR MAX



4. MUST USE STOCK BUMPERS OR LIGHT WEIGHT TUBING FOR BUMPERS. MAY HAVE TUBULAR PUSH BARS OUTSIDE BUMPER COVERS ON REAR. NO SHARP EDGES OR CORNERSTO CUT TIRES. ALL CARS MUST HAVE A TOW HOOK FRONT AND REAR. NO RUB BARS OR BRACES OUTSIDE THE BODY.

5. ALL GLASS AND PLASTICS MUST BE REMOVED.

6. FOR SAFETY PURPOSES, ALL CARS MUST HAVE MINIMUM 13" WIDE WINDOW OPENING ON BOTH LEFT AND RIGHT SIDE IN CASE OF EMERGENCY EXIT.



7. DRIVER COCKPIT ROCK SHIELD CAN NOT EXTEND ANY FURTHER TO THE REAR THAN THE STEERING WHEEL.

8. **8" MAXIMUM SPOILER WITH 8" SIDE BOARDS, ANY ENGINE.** 60" MAXIMUM WIDTH OF REAR SPOILER, AND MUST BE CENTERED ON BODY. STOCK CAMARO SPOILERS ARE LEGAL. USE BELOW SPOILER SUPPORT DIAGRAMS WHEN MAKING SPOILER SUPPORTS.

FRAME AND SUSPENSION:

BEGINNING IN 2017: 108" MINIMUM WHEEL BASE. ANY CHASSIS WITH WHEEL BASE SHORTER THAN 108" WILL NOT BE ALLOWED.

1. FRAMES MUST STOCK FRONT TO REAR, UNI-BODY CARS MAY CONNECT SUB FRAMES. XBRACING ALLOWED. ALL CARS MUST REMAIN WITHIN" OF STOCK WHEEL BASE OF CAR BEING RACED. WHEEL BASE MUST MATCH THAT OF FRONT CLIP BEING RACED, AND REAR SUSPENSION MUST MATCH FRONT SUSPENSION (EX. 70'S CAMARO FRONT CLIP MUST HAVE LEAF SPRING REAR SUSPENSION), CRATE RACIN' USA X, Y.G TUBULAR METRIC FRAME ALLOWED. ALL TUBULAR FRAMES WILL BE SERIAL NUMBERED. ANY TUBULAR FRAME WITHOUT THE CRATE RACIN' USA SERIAL NUMBER WILL BE CONSIDERED ILLEGAL. ANY FRAME OR REPAIR CLIP FOUND ALTERED COULD RESULT IN SEVERE FINES AND SUSPENSIONS FOR THE RACER.

2. FRONT SUSPENSION: MUST USE STOCK STEERING BOX, STOCK DRAG LINK, IDLE ARM, TIE RODS AND ENDS MAY BE TUBULAR AND MADE HYME JOINTED. QUICK STEER ALLOWED. ANY STOCK TYPE SPINDLES ALLOWED, (RECOMMENDED SPEEDWAY 3 PIECE SPINDLES FOR EASE OF REPAIR). NO WIDE 5 SPINDLES OR SAFETY HUBS. STOCK CAST IRON BRAKE CALIPERS. STOCK PPRODUCTION LOWER CONTROL ARMS, OF ANY MANUFACTURE MANDATORY, METRIC CARS MAY USE JOHNSON CHASSIS TUBULAR LOWER CONTROL ARMS (JCI-09-02-01RC-L-B, AND JCI 09-02-01 RC-R-B). NO SHORTENING OR LENGTHENING LOWER CONTROL ARMS. 5" COIL SPRINGS MANDATORY, MOUNTED IN STOCK LOCATION. WEIGHT JACKS ALLOWED. TUBULAR AFTER MARKET UPPER CONTROL ARMS ALLOWED. CROSS MEMBER MAY NOT BE CUT OR ALTERED EXCEPT FOR FUEL PUMP CLEARANCE. STOCK METRIC FRAMES HAVE THE OPTION TO BE REPAIRED WITH CRATE RACIN' USA TUBULAR FRONT CLIP IN THE EVENT OF CRASH AND NEEDING REPAIR. FRONT CLIP WILL BE SERIAL NUMBEREDWITH CRATE RACIN' USA SERIAL NUMBER.

3. REAR SUSPENSION: STOCK REAR SUSPENSION ONLY. MUST BE THE SAME AS MAKE OF CAR BEING RACED. STOCK REAR FRAMES MAY BE REPAIRED FROM CENTER OF REAR END HOUSING TO REAR BUMPER WITH 2"x3" SQUARE TUBING. NO ROUND TUBING REPAIRS ANY STOCK TYPE REAR END HOUSING PERMITTED (GM 10-12 BOLTS, OR FORD 9 INCH) IN ANY MAKE OF CAR. NO QUICK-CHANGE REAR ENDS. FLOATER AXLES PERMITTED. MUST USE STEEL STOCK LUG PATTERN HUBS. NO WIDE 5 ALUMINUM SAFETY HUBS. REAR END MAY BE LOCKED. REAR TRAILING ARM MOUNTS AT FRAME OR LEAF SPRING MOUNTS MUST REMAIN UNALTERED AND IN STOCK LOCATION WITH ONE MOUNTING HOLE ONLY. LEAF SPRING CARS MAY HAVE ADJUSTABLE SHACKLES ON REAR ONLY. NO SLIDERS FRONT OR REAR. REAR TRAILING ARMS MUST BE STOCK (MAY BE BOXED FOR STRENGTH AND SAFETY), STOCK LENGTH TUBULAR NON-ADJUSTABLE TRAILING ARMS OK. WITH IN 1/2" OF FACTORY LENGTH TRAILING ARMS FOR CAR BEING RACED, 2" MAX FROM BOTTOM OF HOUSING TO CENTER OF CONTROL ARM BOLT. UPPER CONTROL MOUNTS MAXIMUM OF 3" FROM CENTER OF TOP OF REAR END HOUSING TO CENTER OF MOUNTING BOLTSOR ON FORD 9" HOUSING, 7" FROM SEAM CENTER OF AXLE TUBE TO CENTER OF MOUNTING BOLTS 5 INCH COIL SPRINGS MANDATORY, ANY LEAF SPRING ALLOWED. WEIGHT JACKS (WEDGE BOLTS) ALLOWED. NO PANHARD BARS OR Z BARS OF ANY TYPE. STOCK METRIC FRAMES HAVE THE OPTION OF BEING REPAIRED WITH CRATE RACIN' USA TUBULAR REAR CLIP IN THE EVENT OF CRASH AND NEEDING REPAIR. REAR CLIP WILL BE SERIAL NUMBERED WITH CRATE RACIN' USA SERIAL NUMBER.

4. SPRING OR RUBBER BUMP STOPS ONLY ALLOWED.

5. BRAKES: MUST HAVE OPERATING BRAKES. DUAL MASTER CYLINDERS OK. STANDARD STEEL ROTORS ONLY. **NO SCALLOPED OR GUN DRILLED ROTORS.** NO EXOTIC BRAKE SYSTEMS.

SHOCKS:

1. STEEL BODIED, CONCENTRIC (SAME SIZE/DIAMETER), NON-ADJUSTABLE SHOCKS ONLY. NO SCHRADER VALVE SHOCKS. NO PIERCING VALVES. FILL SCREWS MUST BE DRILLED AND NOT REMOVABLE AT TRACK. SHOCKS VALVING OR GAS PRESSURES MAY NOT BE ADJUSTABLE AT RACE TRACK.

2. SHOCK CLAIM: SHOCK CLAIM: \$200 PER SHOCK. CAR CLAIMING SHOCKS MUST FINISH IN TOP 5 AND ON THE LEAD LAP. REFUSAL TO ALLOW SHOCKS TO BE CLAIMED OR CONFISCATED WILL RESULT IN DRIVER LOSING ALL POINTS AND MONEY, AND FACE THE FOLLOWING PUNISHMENT: FIRST OFFENSE: 2 WEEK SUSPENSION AND \$250 FINE; SECOND OFFENSE: 30-DAY SUSPENSION AND \$500 FINE; THIRD OFFENSE - \$1,000 FINE AND 365 DAY (ONE YEAR) SUSPENSION.

3. SERIES MAY CONFISCATE OR CLAIM SHOCKS AT ANY TIME. IF CONFISCATED AND SHOCKS ARE DEEMED LEGAL, THEY WILL BE RETURNED TO DRIVER. IF SHOCKS ARE ILLEGAL, DRIVER WILL LOSE ALL POINTS AND MONEY, AND FACE THE FOLLOWING PUNISHMENT: FIRST OFFENSE: 2 WEEK SUSPENSION AND \$250 FINE; SECOND OFFENSE: 30-DAY SUSPENSION AND \$500 FINE; THIRD OFFENSE - \$1,000 FINE AND 365 DAY (ONE YEAR) SUSPENSION.

CLUTCH AND TRANSMISSION:

1. STOCK OR MANUAL TRANSMISSIONS. MAY RUN ANY CLUTCH AND PRESSURE PLATE.

2. AUTOMATIC TRANSMISSION WITH SHIFT KITS ALLOWED.

3. BERT OR BRINN TRANSMISSION ALLOWED. **NO** BALL SPLINE BERT OR BRINNS.

4. DRIVE SHAFT LOOP MANDATORY ON ALL CARS. MUST BE MOUNTED 5" TO 8" BEHIND FRONT U-JOINT OF DRIVE SHAFT. ALL DRIVE SHAFTS MUST BE PAINTED WHITE FOR SAFETY.

TIRES AND WHEELS:

1. 8" STEEL WHEELS MAXIMUM. BEADLOCKS ALLOWED. STOCK TYPE LUG PATTERNS ONLY. NO WIDE 5 WHEELS OR ADAPTERS.

2. HOOSIER H-500 TIRES ONLY.

3. **NO GROOVING or SIPING. NO CHEMICALLY ALTERING OF TIRES. (GRINDING ALLOWED)**

CRATE RACIN USA USES "THE SNIFFER" AS ONE OF ITS TOOLS FOR CHEMICAL DETECTION. AT ANY TIME "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE, WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE OR WHEEL, THAT DRIVER/DRIVERS WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE/TIRES IN QUESTION WILL BE CONFISCATED. THE SERIES MAY OR MAY NOT USE LABORATORY TESTING TO TEST FOR ANY ALTERATION OF TIRES. ANY TIRE LAB TESTED THAT FAILS TO MEET THE FACTORY DETERMINED BENCHMARK WILL BE DISQUALIFIED. THE SERIES MAY USE ANY MEANS NECESSARY TO DETERMINE IF TIRES MEET HOOSIER BENCHMARK, AND THAT DECISION IS THE SOLE DISCRETION OF THE SERIES. ALL DECISIONS ARE FINAL.

4. PENALTIES FOR ILLEGAL TIRES: PENALTIES FOR ANY TIRE FAILING INSPECTION WILL BE AS FOLLOWS: FIRST OFFENSE - \$500 FINE & 30 DAY SUSPENSION FROM ANY BOYD'S SPEEDWAY EVENT. SECOND OFFENSE - \$1,000 FINE & 90 DAY SUSPENSION FROM ANY BOYD'S SPEEDWAY EVENT. THIRD OFFENSE - \$2,000 FINE & 365 DAY SUSPENSION FROM ANY BOYD'S SPEEDWAY EVENT. FAILURE TO ALLOW ANY TIRE/TIRES TO BE CONFISCATED WILL RESULT IN ADDITIONAL \$500 PER TIRE FINE IN ADDITION TO ANY OTHER FINES AND PENALTIES. ALL DECISIONS ARE FINAL.