TEXANA RACEWAY PARK
2027 HOBBY STOCK RULES
Updated 11/01/2026

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have agreed to and complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATIONS OF OR COMPLIANCE
WITH THESE RULES AND/OR REGULATIONS. They are intended as a guideline for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

Speedway Management shall possess the sole power to permit reasonable and appropriate deviations from the standards set within these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH DEVIATIONS. Decisions regarding interpretation and/or deviation of/from these rules by Speedway Management are made at their discretion and are final.

1. GENERAL SAFETY

1.1. Westhold Transponders and RaceCeiver type one-way radio receivers are required any time on the track, including Hot Laps, Heats, B's / Last Chance, Features

1.2. Fire System (RECOMMENDED) or working fire extinguisher required within reach of driver while strapped into car

1.3. Snell-rated SA2020 or SA 2025 helmet required

1.4. SFI-approved full fire suit, fire retardant gloves, shoes, and head & neck restraint (neck brace ok) REQUIRED

1.5. Minimum three-inch wide SFI-approved five-point safety belt system required (two- inch shoulder harness OK with approved head & neck restraint system)

1.5.1. Safety belts must not be more than three years old from date on SFI tag, no more than two years recommended

1.6. Roll bar padding (fire retardant recommended) required in driver compartment

1.7. Electrical Master Kill Switch required within easy reach of driver with clearly marked 'ON' and 'OFF' positions

1.8. Properly mounted weight!!

1.8.1. All weights must be mounted with at least two 0.500" Grade 8 bolts

1.8.2. NO WARNINGS FOR IMPROPERLY MOUNTED WEIGHT – ANY INCORRECTLY MOUNTED WEIGHT WILL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION FROM THE EVENT WITH POSSIBLE FURTHER PENALTY

1.9. All cars must have a 16x20-inch minimum window net

2. APPEARANCE

2.1. All cars must be numbered with large, legible numbers on both sides, the roof, and on the nose and tail panel.

2.1.1. Side numbers should be in contrasting color from the body and at least 4 inches thick and 18 inches tall

2.1.2. Roof numbers should be at least 4 inches thick and 24 inches tall.

3. BODY

3.1. Bodies must be stock appearing; panels may be replaced with stock appearing steel or aluminum aftermarket panels (18 or 20 gauge). Example: Five star or Performance Bodies stock replacement panels.

3.2. Hole in hood for air filter clearance is allowed. Maximum 4-inch hood scoop / mud deflector allowed.

3.3. Maximum 6" plastic rocker panels allowed.

3.4. Maximum 3" plastic nose valance allowed.

3.5. Body must be located within +/-1 inch of the original body mount rubber bushing

3.6. Maximum 4-inch spoiler allowed

- 3.6.1. Measured along the spoiler material from the bottom to top
- 3.6.2. Maximum 60-inch width
- 3.6.3. Non-adjustable spoilers only – no hinge
- 3.6.4. Must be mounted directly to trunk or deck of car at rear
- 3.6.5. Must be centered left to right on car
- 3.6.6. Maximum two (2) spoiler supports allowed
  - 3.6.6.1. Bottom of rear spoiler supports must be flush with rear of the car – may not hang off or extend off the rear of the car at the bottom
  - 3.6.6.2. Spoiler supports must fit within specs shown on spoiler diagram

3.7. Enclosed cockpit OK

3.8. Front windshield visor is allowed – Maximum 7-inches

3.9. Doors must be bolted or welded shut, sunroofs and T-Tops must be reinforced and enclosed.

3.10. All glass, plastic, upholstery, lights, mirrors, and trim must be removed.

3.11. Front inner fender wells must be removed.

3.12. Car must have A, B and C pillars.

3.13. Front and rear firewall, and floor pan must remain stock

- 3.13.1. Must be full and complete and remain in stock location
- 3.13.2. Floor pan may be cut for roll cage installation clearance only
- 3.13.3. All openings must be covered with 20-gauge steel to isolate the driver
- 3.13.4. Any rusted out or partially missing floor pans may be replaced or patched with 18-gauge steel
- 3.13.5. **OPTIONAL** May replace factory firewall and floor pan with minimum 18ga steel
  - 3.13.5.1. Floor pan must remain flat, OEM appearing, and extend from frame rail to frame rail and from firewall to behind the driver
  - 3.13.5.2. Replacement firewall must remain in stock location and extend from frame rail to frame rail

3.14. Front and rear outer fenders may be cut for wheel and tire clearance

3.15. Trunk floor and truck bed floor may be removed.

3.16. Inner skin may be removed from hood, truck lid, and doors

3.17. Hood and trunk must be secured with hood pins, no holes allowed in hood except for hood pins

- 3.17.1. Hood and trunk must open without the need for tools – i.e. no bolted hoods or trunks

3.18. Must start each race night with all body panels including hood, trunk lid, fenders, nose or tail

piece, and bumpers

3.19. Cars with floppy or loose body parts considered as a safety hazard will not be allowed to compete until requested repairs are made

3.20. A minimum of three vertical windshield bars are required in front of driver, must be steel bars minimum 3/8-inch OD (also required on passenger side if passenger is in car)

3.21. No roof rake allowed - must remain as OEM produced

4. ROLL CAGE

4.1. Must use a minimum 1.500-inch x 0.095-inch steel tubing for main cage and door bars
- 4.1.1. No aluminum or other metals allowed for cage construction
- 4.1.2. No square tubing or pipe (galvanized or black) allowed in main cage construction

4.2. All roll cage connections must be completely welded

4.3. Front hoops around engine area OK

4.4. No adjustable bars or slip joints in the frame or cage allowed

4.5. Perimeter 4 post roll cage design with continuous hoops required
- 4.5.1. Must have diagonal bracing within main hoop plane
- 4.5.2. Front down bars must be tied together
- 4.5.3. Must have rear down bars from top of main hoop down to chassis
- 4.5.4. Driver's head must not protrude above roll cage when strapped into seat with helmet on

4.6. Minimum 3 horizontal door bars required on left (driver's) side

4.7. Minimum 2 horizontal door bars required on right (passenger's) side – (3 recommended)

4.8. Door plate required from top door bar down to frame
- 4.8.1. Must extend from main hoop to 6-inches in front of seat
- 4.8.2. Minimum 18-guage (0.049-inch) steel material
- 4.8.3. Must be welded in place
- 4.8.4. Must be visible for inspection

4.9. Must have fuel cell protection bar behind fuel cell and inside trunk area

5. FRAME

5.1. Any American made OEM 1964 or newer

5.2. Full Frame or Unibody OK

5.3. Must be rear wheel drive only

5.4. Passenger cars and trucks allowed
- 5.4.1. S-10 / Ranger OK
- 5.4.2. Camaro OK

5.5. Minimum wheelbase is 108-inches +/- 1-inch side to side

5.6. Unibody cars must connect front and rear subframes

5.7. Truck chassis may be C-notched and may flip rear end on leaf springs for lowering purposes
- 5.7.1. May relocate upper shock mounts to accommodate flip

5.8. MAY USE COMPLETE JOHNSON CHASSIS TUBULAR METRIC REPLACEMENT FRAME.
- 5.8.1. Must maintain stock geometry for all chassis mounts, including upper control arms, springs, and shocks.
- 5.8.2. No jack bolts or spring adjusters allowed

5.9 MAY USE SPEEDWAY MOTORS METRIC HOBBY STOCK REPLACEMENT FRAME #91678881-COMP.
5.9.1 ASSEMBLED FRAME MUST MATCH ALL STOCK / AS-DESIGNED DIMENSIONS

6. NERF BARS

6.1. One nerf bar allowed per side
6.2. Must not exceed 1.500-inches from body
6.3. May be constructed of square, rectangle, or round tubing
  6.3.1. Maximum 1.500-inch O.D.
6.4. Must be rounded or capped with no sharp edges
6.5. Lexan decal protectors OK, must be mounted flush to body

7. BUMPERS

7.1. Stock type front and rear bumpers
7.2. Fabricated front and rear bumpers allowed with aftermarket plastic nose and tail pieces
  7.2.1. All supporting material must be inside nose / tail piece
  7.2.2. Must have visible tow chain or cable for wrecker hookup on front and rear
7.3. No cattle guard front or rear bumpers
7.4. No sharp edges
7.5. Must be rounded or capped to prevent hang ups
7.6. Must have loop or chain front and rear for wrecker hookup

8. Suspension

8.1. Front and rear suspension must be stock for make and model of frame
  8.1.1. No modifications or alterations allowed
8.2. GM Metric chassis may use non-adjustable, bolt on tubular upper control arms (IMCA TYPE) with steel cross shafts allowed
  8.2.1. Must be 8-inch or 8.500-inch length only
  8.2.2. Must bolt directly to stock, unaltered mount on frame (shims ok)
8.3. Non-GM Metric chassis may use stock length, or minus 0.500” from stock length, non- adjustable steel tubular control arms with steel cross shafts
  8.3.1. Must bolt directly to stock, unaltered mount on frame (shims ok)
  8.3.2. Must have bolt in ball joint
8.4. All suspension mounts on chassis must remain stock and unaltered
8.5. Ball joints must be OEM replacement
  8.5.1. Must remain stock dimensions
  8.5.2. No low friction or rebuildable ball joints allowed
8.6. Upper and lower A-Arm bushings may be replaced with OEM type rubber bushings only
  8.6.1. No offset, spherical, low friction, solid, or drilled bushings allowed
8.7. No Heims allowed on any suspension component
8.8. Aftermarket steel racing coil springs OK – minimum diameter 5.00-inch
  8.8.1. Maximum 14-inch-tall rear springs
8.9. No adjustable spring spacers or adjustable weight jacks of any kind allowed
8.10. No bump stops of any kind allowed, including stock
8.11. Leaf spring chassis may run any steel, non-adjustable replacement leaf springs

8.11.1. May use aluminum, non-adjustable lowering block, 2-inch maximum
8.11.2. Must use OEM type rubber bushing on front and rear of spring
8.11.3. No sliders allowed
8.12. Sway bars allowed – must be OEM mounted in OEM locations

9. SHOCKS

9.1. Must have stock-type rubber ends and must mount in stock location, front and rear
9.2. Shocks may not be spaced up or down
9.3. Bulb-type, threaded body, coil-over and/or remote reservoir shocks are not allowed
9.4. Air shocks are not allowed
9.5. External and/or internal bumpers and/or stops are not allowed
9.6. Schrader valves are not allowed
9.7. All shocks must collapse at any time and body must be made of steel
9.8. OEM stock mount replacement shocks only
9.9. Steel shocks only
9.9.1. No screw on rod ends or rubber adapters
9.10. **SHOCK CLAIM** At the conclusion of the feature event, driver may claim the full set of shocks from any of the top 5 finishing cars for $450. Claiming driver must finish on the lead lap and present the claim, with cash in hand, no more than 5 minutes after the completion of the race. All other claim rules will apply.

10. REAR END

10.1. Rear end must be stock OEM for make and model of car
10.2. OEM brackets must be used in stock locations
10.3. Control arms may not be lengthened or shortened
10.4. Any gear ratio is allowed as long as the housing does not require alteration to accept it
10.5. Rear end must be locked
10.5.1. Bolt in mini spools or welding OK
10.5.2. No full spools
10.5.3. No limited slip or Detroit locker type differentials allowed
10.6. Aftermarket axles OK as long as they fit into stock housing and carrier
10.7. Housing bracing OK
10.8. GM rear ends may replace tube from lower trailing arm mount out with 3” tubing and Ford 9” style housing ends to accept bolt in axles
10.8.1. If bolt in axles are used, rear end must remain minimum GM width to maximum 3” wider.
10.8.2. Steel components only

11. STEERING / DRIVER AREA

11.1. Steering box must remain in stock location
11.2. Aftermarket steering wheel and quick release steering coupler required
11.3. Quick steer boxes are allowed
11.4. Aftermarket power steering pumps OK, but must have integrated tank
11.5. All components must be steel, unaltered OEM in OEM location, and match frame with the following exceptions
11.5.1. Tie rod end adjusting sleeve may be replaced with 5-inch steel tube
11.5.2. Replacement spindle with SPEEDWAY MOTORS raised cast PN 91034501
11.5.3. Bolt on OEM spindle savers allowed

11.6. No part of the driver's seat may be further back than 25-inches forward of the driver's side axle tube

11.7. Factory manufactured aluminum racing seats only – NO FIBERGLASS OR STOCK SEATS ALLOWED

11.7.1. Must be mounted with minimum 0.375-inch Grade 8 bolts and washers

11.8. No knobs, handles, or levers other than the gas and brake pedals allowed for adjustment of carburetor, ignition timing, or brakes

12. ELECTRICAL / IGNITION

12.1. One 12-volt battery only

12.1.1. Must be mounted securely between frame rails in trunk area

12.1.2. No voltage generators in series with ignition system allowed

12.1.3. Voltage at distributor may not be more than battery (12 volts)

12.1.4. Electrical Master Kill Switch required within easy reach of driver with clearly marked 'ON' and 'OFF' positions

12.2. One (1) stock type distributor, module, and coil in stock location only

12.2.1. Open circuit board modules are not allowed

12.3. Ignition switch must be clearly marked for ON/OFF positions

12.4. No traction control devices of any kind allowed

12.5. No electronic gauges or tachs allowed

13. FUEL / FUEL SYSTEM

13.1. Pump or race gasoline only, NO methanol, or e-85.

13.1.1. All competitors are subject to fuel testing at the track's discretion

13.2. None of the following chemicals are allowed in any fuel used for competition – Nitrous Oxide, Propylene Oxide, Nitroethane, MTBE, Hydrazine, or Ethyl Hexanol

13.3. Fuel cell must be securely mounted in the trunk with no part of the cell forward of any part of the rear end

13.3.1. Maximum 22 gallons

13.3.2. Must be in a steel container

13.3.3. Must be mounted with a minimum of two 2.00-inch x 0.125-inch steel straps

13.4. Fuel cell must be visible for inspection purposes from the top through the removable truck lid

13.5. Fuel cell vents, including cap vents, must have check valves

13.6. Fuel cell must have aircraft style positive seal filler neck / cap system with ball- type, flapper, or spring rollover valve

13.7. Fuel lines passing through the driver's compartment must be enclosed in metal tube

13.8. Fuel filters are not allowed in the driver's compartment

13.9. Aftermarket mechanical fuel pumps OK

13.9.1. Must mount in stock location and be pushrod activated

13.9.2. May not clearance frame to accommodate aftermarket fuel pump

13.9.3. No electric fuel pumps allowed

14. ENGINE

14.1. All engines must be mounted in stock location

14.1.1. Solid mounts OK

14.1.2. No full mid plates allowed

14.1.3. No LS based engines allowed

14.1.4. No Edelbrock or Stewart PRO series water pumps – stock style replacements only

14.2. ENGINE OPTION #1

14.2.1. Any OEM factory production small block, cast iron V-8 engine allowed

14.2.1.1. Maximum 364 cubic inches

14.2.1.2. Must use factory bore x stroke combination

14.2.2. No aftermarket blocks allowed

14.2.2.1. 2 or 4 bolt mains allowed

14.2.2.2. No splayed bolt main caps allowed

14.2.3. Engine bolts may be aftermarket

14.2.4. Engine balancing OK

14.2.5. Stock replacement 2 or 4 valve relief pistons OK

14.2.5.1. No lightweight pistons or wrist pins allowed

14.2.6. OEM or OEM replacement 5.700-inch connecting rods only

14.2.6.1. Aftermarket bolts OK

14.2.7. OEM or OEM replacement standard weight crankshafts only

14.2.7.1. Minimum weight 48 pounds

14.2.7.2. No bull nosing, lightening holes, or knife edging allowed

14.2.7.3. Maximum stroke 3.500-inches

14.2.8. Aftermarket oil pans Ok

14.2.8.1. Must have 1-inch inspection plug on left side, located to allow tech inspection of rotating assembly using a bore scope while engine is in car

14.2.8.1.1. If tech is not able to see all required components, competitor will have to remove oil pan or engine as required to complete inspection

14.2.8.1.2. Failure to remove required components to complete inspection will result in disqualification

14.2.9. OEM type timing chain systems only

14.2.9.1. Double roller OK

14.2.9.2. No gear or belt drives allowed

14.2.10. Aftermarket harmonic balancer OK

14.2.11. Maximum engine cranking compression is 175psi

14.2.11.1. For testing, the engine will be spun by the starter for 5 “hits” on the cylinder being tested, at full throttle

14.2.11.2. Tech official’s instrument readings are final

14.2.12. Cylinder Heads

14.2.12.1. OEM production, unaltered cast iron cylinder heads only

14.2.12.2. Minimum 72cc combustion chamber

14.2.12.3. OEM casting number must remain on head

14.2.12.4. No Vortec, double hump, or other closed chamber heads allowed

14.2.12.5. 305 heads allowed on 305 engines only

14.2.12.6. Maximum 1.940-inch intake and 1.500-inch exhaust valves 14.2.12.6.1. Exception – 1.630 exhaust valve allowed on Chrysler engines

14.2.12.7. Heads may be flat milled only

14.2.12.8. No Angle Milling allowed

14.2.12.9. Maximum valve spring O.D. is 1.250-inch

14.2.12.10. Screw in studs, guide plates, and poly locks OK 14.2.12.11. 1.5 or 1.6 ratio, stamped steel rocker arms only 14.2.12.12. No roller tip or full roller rockers allowed

14.2.12.13. No grinding of any kind allowed on heads – no gasket matching, porting or polishing

14.2.12.14. Aftermarket valve covers with breathers OK 14.2.12.15. Oil diverters under valve covers OK

14.2.12.16. OPTION*** - May us EQ Cylinder Head #CH350I (IMCA stamped version is ok)

14.2.12.16.1. Must remain unaltered 14.2.12.16.2. All other cylinder head rules apply

14.2.13. Intake

14.2.13.1. Stock, unaltered cast iron or aluminum OEM intake only

14.2.13.2. No aftermarket, bowtie, marine, or high-rise intakes allowed

14.2.13.3. No internal modifications allowed – no grinding, porting, or polishing

14.2.13.4. Must have 0.250-inch accessible vacuum port on intake for tech

14.2.14. Camshaft and Lifters

14.2.14.1. Hydraulic camshaft and hydraulic flat tappet lifters only

14.2.14.2. No hydraulic, Rhodes, variable duration, or "bleed down" type lifters allowed, even if OEM

14.2.14.3. Maximum valve lift is 0.450-inch, measured at the steel retainer 14.2.14.3.1. Solid lifter will be used for tech

14.2.14.4. Maximum push rod length is 7.800-inch for GM

14.2.14.5. OEM Firing Order only – GM 1-8-4-3-6-5-7-2

14.2.14.6. Engine must have minimum 15 inches of vacuum at 1200 engine RPM – NO TOLERANCE

14.2.14.6.1. No vacuum canisters or other vacuum generating devices allowed

14.3. ENGINE OPTION #2 – GM "602" CRATE ENGINE

14.3.1. Crate engines must utilize MSD 8727ct rev control box, set @ 6200 RPM

14.3.2. Chevrolet Performance Parts # 88958602 / 19258602 / 88858602 (CT350) "602"

14.3.3. These engines are / must be sealed at the intake, cylinder head, timing cover, and oil pan with approved seals

14.3.4. The ONLY seals allowed for competition are

14.3.4.1. Chevrolet Performance cap seals

14.3.4.2.

14.3.4.3. Crate USA GEN IV (green) or GEN V (black) cable seals, RUSH cable seals, IMCA cable seals

14.3.5. GM TWIST OFF BOLT SEALS ARE NOT LEGAL

14.3.5.1. ACAS, NDRA, CRATE USA GEN I (silver), GEN II (blue), or GEN III (yellow) seals ARE NOT ALLOWED

14.3.6. Competition with any other seal / sealing system must receive prior approval from tech officials

14.3.6.1. Any crate engine with missing or nonapproved seals will be subject to protest and / or disassembly in tech. All components must remain factory GM part numbers for 602 crate engine, and all specs must remain GM.

14.3.7. Crate engines must use valve covers and oil pan shipped from GM on engine

14.3.8. ANY ALTERED, DAMAGED, OR MISSING SEALS WILL RESULT IN DRIVER BEING DISQUALIFIED FROM THE EVENT, LOSS OF ALL TRACK POINTS AND $1000 FINE TO BE PAID IN FULL BEFORE PARTICIPATING IN FURTHER EVENTS

15. CARBURETOR

15.1. All engine combinations must us a single, unaltered Holley 4412, 500cfm, 2- barrel carburetor

15.1.1. No 4412 Ultra XP or HP, no Quadrajets, other 4-barrels, or fuel injection allowed

15.2. Removal of choke flap is the only modification allowed

15.3. No modification to shafts, throttle blades or boosters (including location),

15.4. Must pass inspection with tech official's GO-NOGO gauges

15.5. Single carburetor adapter mounted directly to the intake and carburetor with a maximum thickness of 1-inch OK

15.6. Maximum 2 total mounting gaskets allowed – 1 under adapter and 1 under carburetor

15.6.1. Maximum gasket thickness per gasket is 0.070-inch

15.7. Maximum 14-inch O.D. x 4-inch high air cleaners allowed

15.8. No ram air of any kind allowed

16. EXHAUST

16.1. Stock, cast iron exhaust manifolds or specified aftermarket headers only

16.2. Schoenfeld headers PN 185, 185CM2, 165A, 165ACM2 are the only approved headers allowed

16.2.1. These headers will fit almost any GM application – for any other application prior tech approval must be obtained prior to racing

16.3. Exhaust pipes must turn down toward ground or extend past driver's compartment

16.4. No coating, porting, acid dipping, or modifying of manifolds or headers allowed

17. TRANSMISSION & DRIVE LINE

17.1. OEM production type transmissions only

17.1.1. No 5 or 6 speed or overdrive transmissions allowed

17.2. All forward gears must function on all transmissions

17.3. All transmissions must have forward, neutral and reverse in working order

17.4. No aluminum or light weight flywheels

17.5. Automatics must have minimum 10-inch diameter working torque converter

17.5.1. Must be full, complete, working 10" bodied converter

17.5.2. No rings, spacers, or other "add-on" pieces to make smaller converters measure 10"

17.6. No "Dummy" torque converters

17.7. No direct drive automatic transmissions allowed

17.8. Automatics must, with engine at idle and brake applied, shift from Neutral to Forward and Neutral to Reverse gears without causing engine to stall – car must remain stationary during such

shifting

17.9. Transmission coolers OK

17.9.1. Must be shielded to protect driver in case of leak if mounted in driver's compartment

17.10. Standard transmissions must use a minimum 10.500-inch clutch assembly with an OEM or OEM replacement steel flywheel

17.11. Standards must use approved explosion proof steel bellhousing that covers minimum 180 degrees over the top side of the clutch assembly

17.12. Automatic transmissions must have approved scatter shield or blanket. Scatter shield may be constructed of 0.125" x 3.00" steel, and must cover 270 degrees around flex plate.

17.12.1. Aftermarket SFI type transmission case is ok and does not require additional scatter shield.

17.13. Aftermarket clutch pedal, hydraulic master cylinder and throw out bearing OK

17.14. All drive shafts must be steel and minimum diameter of 2.500-inches

17.15. All drive shafts must be painted white

17.16. Driveshaft loop required 6-inches behind front u-joint

17.16.1. No chain loops allowed

18. BRAKES

18.1. May use any single or dual master cylinder/s

18.2. Aftermarket pedal with single or dual master cylinders OK

18.2.1. NO BRAKE BIAS ADJUSTERS ALLOWED

18.3. Must have at least 3 working brakes – Right Front may be blocked

18.4. No brake pressure gauges allowed

18.5. No electric or manual cut off switched or valves allowed in reach of driver

18.6. Disc brakes allowed in rear

18.6.1. Must use steel, stock type rotors

18.7. No aluminum or composite rotors or calipers

18.8. No scalloped, drilled, or slotted rotors allowed, even if factory equipped

18.9. Must have a rotor or drum on all 4 corners of car

18.10. No lightening of components

18.11. Optional single, manual brake shut off for Right Front allowed to be mounted under the hood – no electric shut offs allowed

19. TIRES & WHEELS

19.1. Any 15-inch diameter x 8-inch wide steel wheel allowed

19.2. 8-inch Beadlock allowed on Right Rear ONLY

19.3. No tire screws allowed

19.4. 0.625-inch studs and 1.00-inch lug nuts required

19.5. Maximum 1.00-inch combined wheel spacer allowed per corner

19.5.1. Must have exposed threads through lug nuts with spacer in place

19.6. Tires

19.6.1. 8-inch asphalt take-offs, Hoosier G-60, American Racer KK704 and Hoosier H500 (26.5 & 27.0 Only) are the only tires allowed

19.6.1.1. Grinding, siping, and grooving is allowed

19.6.1.2. No chemical softening or conditioning allowed

19.6.2. 105 MOTOR SPEEDWAY RESERVES THE RIGHT TO TEST TIRES AT ANY TIME WHILE COMPETITORS ARE ON SPEEDWAY GROUNDS

20. RADIATOR / COOLING

20.1. One radiator in stock location only

20.2. Aluminum radiator OK

20.3. Water pump mounted, mechanical fans only – NO ELECTRIC FANS

21. WEIGHT / BALLAST

21.1. Minimum weight, after race with driver is 3000 pounds (three thousand)

21.2. Weight must be securely added in trunk, under hood, or outside of driver's compartment

21.3. Must not be in plain view or within the driver's compartmentMust be painted white with car number on each piece

21.4. No barbell weights allowed

21.5. No weight mounted to rear end housing

21.6. All weights must be mounted with at least two 0.500" Grade 8 bolts

21.7. Maximum 50 pounds per 2x 0.500-inch bolts

21.8. NO WARNINGS FOR IMPROPERLY MOUNTED WEIGHT – ANY INCORRECTLY MOUNTED WEIGHT WILL BE GROUNDS FOR IMMEDIATE DISQUALIFICATION FROM THE EVENT WITH POSSIBLE FURTHER PENALTY

22. PROTEST PROCEDURES

23.1 Any driver finishing on the lead lap may protest any of the top three finishers.

23.2 Protest must be presented to the Tech Official within five (5) minutes of the completion of the main event.

23.3 Protested items must be removed at the racetrack and within one (1) hour after protested driver accepts the protest.

23.4 Driver making a protest must drive his/her race car immediately after finish of feature, under its own power, directly to the tech area.

23.5 Protesting driver must present cash to official overseeing the tech area at the time that the driver declares his/her intention to protest. The cash price of a protest for cylinder heads or intake manifold shall be $600. The cash price for a protest for carburetors shall be $200. No protest provision for shocks. Shocks can be claimed as provided for in Section 9.7. Half of protest fee shall go to the track and half and the remainder of the protest money shall go to the protested driver if found legal or returned to the protesting driver if items are found to be illegal. Any dispute on whether the protested part is legal or not legal is determined by the track technical inspection official and there are no appeals beyond the ruling of the track technical inspection official on the night of the event. Final decisions by the track technical inspection official are final!

23.6 Any part examined during the protesting procedure not related to the protest is still subject for inspection and may be deemed legal or illegal by the track officials.

23.7 Protesting driver shall select from the first three finishers in the main event and must declare that choice to the official overseeing the tech area. If multiple drivers declare an intention to protest, the driver finishing farthest back in the main event will select first.

23.8 Driver is permitted one (1) protest per event, regardless of the outcome of that protest.

23.9 Only two people per car are permitted in the designated tech area. Any other participants associated with that racecar that enter the tech area or associated with any other car will be subject to disqualification.

23.10 Only a driver may protest, and only the protested driver or car owner may agree to accept or refuse the protest. The first statement of acceptance or rejection of the protest by the protested driver or car owner is **binding.**

23.11 Any driver or car owner refusing to accept a protest will forfeit all cash and contingency winnings for that event and surrender all points accumulated to that point in the season.

23.12 Any driver found to be making a protest for another person will lose all points accumulated to date for the entire season, all cash and any contingency winnings for that event. Protests are for a protesting driver only.