

**TEXANA RACEWAY PARK  
2026 HOBBY STOCK RULES  
Updated 12/16/2025**



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 SA2015 or SA2020 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. Small bow to hood over engine is allowed for accommodation of aftermarket hoods, but breather cannot protrude above stock hood line height.
  - 3.2.1. No holes in the hood for air flow are allowed
- 3.3. No wings, skirts, air scoops, or anything that alters stock appearance.
- 3.4. Body must be located within +/-1 inch of the original body mount rubber bushing
- 3.5. Maximum 4-inch spoiler allowed
  - 3.5.1. Measured along the spoiler material from the bottom to top
  - 3.5.2. Maximum 60-inch width
  - 3.5.3. Non-adjustable spoilers only – no hinge
  - 3.5.4. Must be mounted directly to trunk or deck of car at rear
  - 3.5.5. Must be centered left to right on car
  - 3.5.6. Maximum two (2) spoiler supports allowed
    - 3.5.6.1. 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
    - 3.5.6.2. Spoiler supports must fit within specs shown on spoiler diagram
- 3.6. Enclosed cockpit OK
- 3.7. Front windshield visor is allowed – Maximum 7-inches
- 3.8. Doors must be bolted or welded shut, sunroofs and T-Tops must be reinforced and enclosed.
- 3.9. All glass, plastic, upholstery, lights, mirrors, and trim must be removed.
- 3.10. Front inner fender wells must be removed.
- 3.11. Car must have A, B and C pillars.
- 3.12. Front and rear firewall, and floor pan must remain stock
  - 3.12.1. Must be full and complete and remain in stock location
  - 3.12.2. Floor pan may be cut for roll cage installation clearance only
  - 3.12.3. All openings must be covered with 20-gauge steel to isolate the driver
  - 3.12.4. Any rusted out or partially missing floor pans may be replaced or patched with 18-gauge steel
  - 3.12.5. **\*\*OPTIONAL\*\*** May replace factory firewall and floor pan with minimum 18ga steel
    - 3.12.5.1. Floor pan must remain flat, OEM appearing, and extend from frame rail to frame rail and from firewall to behind the driver
    - 3.12.5.2. Replacement firewall must remain in stock location and extend from frame rail to frame rail
- 3.13. Front and rear outer fenders may be cut for wheel and tire clearance
- 3.14. Trunk floor and truck bed floor may be removed.
- 3.15. Inner skin may be removed from hood, truck lid, and doors
- 3.16. Hood and trunk must be secured with hood pins, no holes allowed in hood except for hood pins
  - 3.16.1. Hood and trunk must open without the need for tools – i.e. no bolted hoods or trunks
- 3.17. Must start each race night with all body panels including hood, trunk lid, fenders, nose or tail

piece, and bumpers

- 3.18. Cars with floppy or loose body parts considered as a safety hazard will not be allowed to compete until requested repairs are made
- 3.19. 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)
- 3.20. 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-gauge (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 use 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. 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 use 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 compartment Must 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.