

LITTLE VALLEY SPEEDWAY

(Operated by the Cattaraugus County Agricultural Society, Little Valley, NY)

2010 RULE BOOK

These rules have been written with the intention of allowing cars that race at other area speedways to race at Little Valley Speedway. Please carefully review these rules. If you have any questions, please feel free to contact the Speedway office at (716) 938-9146, Pit Steward at (716) 257-9573 or Tech Coordinator at (716) 492-5496.

Disclaimer - 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 complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the Speedway officials. Their decision is final.

Track Policy

General Responsibilities - Speedway competitors are independent contractors, not employees of the Speedway, and assume full responsibility for any taxes or charges on any funds they receive from the Speedway.

Drivers - All competitors who participate as drivers must be 16 years of age or older. Drivers must be of sound physical condition with medical verification, if necessary. To register, a driver must pay the driver's registration fee (pit pass fee) and sign in with the Pit Steward prior to the start of the race program.

General Regulations

Knowledge of Rules - Speedway race team members are responsible to familiarize themselves with, and are subject to, all the policies, rules and regulations set forth herein and those, which may become effective during the season. Information contained in any weekly competition comments becomes effective upon publication. The driver assumes full responsibility for the car and the pit crew, and shall be the sole spokesman thereof.

Assumption of Risks - Speedway race team members assume full responsibility for all injuries sustained, including property damage and death, any time while on the race premises or in route to or from. No race team member will have any claim for expenses or damages against the Speedway or its promoters or officials. No insurance on vehicles in pits or infield.

Insurance Benefit Plan - Each pit entrant must sign the release sheet for the event when he or she enters the pit area in order to be entitled to benefits as arranged. **READ AND UNDERSTAND WHAT YOU ARE SIGNING. Anyone involved in an accident while on the racing premises and who do not report to the Pit Steward before leaving the premises (providing they are able to report) will not be eligible for benefits prescribed under the benefit plan. All insurance benefits are excess.**

Competitor Accident Policy - All injury reports are to be filed on the date of the mishap with the chief steward and ambulance squad. Failure to report may result in rejection of the claim by the insurance company. All injuries are subject to examination by a track-appointed physician.

Program - Completion of qualifying events constitutes a program. Race director will have the option to increase the length and money of the following event's features with qualification of preliminary events of rained-out programs starting first.

Participation - Competing cars **may** be inspected by the Speedway. Such inspection does not deem a car safe and free from defects. No expressed or implied warranty of safety shall result from publication of, or compliance with, these rules. Anyone participating in race activity is assumed to deem inspection of track conditions.

Pit Area - No private vehicles are allowed in the pit area, only race car and the tow vehicle. In an effort to make best use of the pit area, drivers will be directed where to park their race cars and tow vehicles and will be expected to comply with parking officials. No one under **14** years of age allowed in the pit area. Parental permission and releases must be completed for all persons ages 14-16.

Drivers and owners are responsible for the action of the pit crews and family members and or any disturbances in the pit areas. If at any time a crew member, family member, or driver harasses any official, the car and driver will be suspended.

Conduct - All competitors will conduct themselves in a professional manner and show respect to fellow competitors, track officials and fans.

Alcohol and Drugs - Revocation of pit pass for any competitor using alcohol and/or drugs before entering race premises or while in attendance. Any driver, owner, or pit crew violating this rule will be disqualified and fined any purse money earned for that event.

Decisions - All decisions concerning score keeping, disqualification, suspensions, fines and interpretation of rules by Speedway are final.

Points – Points are official when posted on the track board or the track internet web site. Owner or driver has seven days from the posting to protest points. Points are awarded to car driver, not owner.

Technical Inspection – May be conducted at any time car is on the track premise. If illegal, that nights program points and money are lost.

Payoff Procedure - Checks will be mailed to the car owner on the following business day. If any protest is filed concerning car specifications, the decision of the officials is final. Protests must be filed in writing within ten minutes after race with \$200 cash, which will be returned if car is illegal. If legal, \$200 will be split between track and person being protested.

In The Event of a Disagreement - Any driver, owner, or pit crew taking physical action for any reason will be expelled from the grounds and subject to criminal charges. The car team will be fined \$250 or will be suspended for the next race.

Upon Entering Pit Road - Hood and trunk lids must be raised or removed for inspection at each event. If you are not in your starting position in the Line-Up chute when the cars start onto the track, you will bring up the rear.

Only Speedway Officials – Will be allowed on the track or in the infield. Crew members may not attend to cars or drivers on the track or in the infield.

Flag and Starter Regulations

Official Starter - All practice and competition activity on the track is under the immediate control of the starter. All competitors shall adhere to his directions.

Green Flag - Signifies the start of an event. All cars must stay in line after receiving green until passing start line or cone. Green may be followed immediately by yellow for complete re-start in discretion of the starter. On caution lap re-start, race will resume at cone when green flag and/or light are displayed and your car reaches the cone.

Yellow Flag - Signifies track is not clear. Cars must reduce speed and remain in single line. No passing allowed, single file only. Violators are subject to penalty during and after event. Only first lap under caution will count.

Red Flag - Signifies automatic halting of race. All racing ceases and the race is scored according to the last lap under green.

Black Flag - Signifies penalty or disqualification. Subject car must immediately report to penalty area and remain until released or disqualified by official. Car may be disqualified for remainder of race.

Blue and Yellow Flag - Signified competitor being lapped. All lapped cars must move inside without changing order of lap cars until lapping car has passed. Violators are subject to penalty during or after event.

White Flag - Signifies one lap remains for caution lap or completion of race.

Checkered Flag - Signifies completion of event. Finishing positions are decided according to the distance traveled at completion of event regardless if car is running or not. Checkered flag must be displayed to end race regardless of any previous flags. Starter has discretion to call race when deemed necessary.

Race Procedure

Practice - Regular practice - All practice laps are at discretion of the Speedway. No practice whatsoever unless starter, tow truck, safety crew and equipment are in position.

Restart after Race Stopped - If an accident occurs prior to the completion of one lap, there will be a complete restart with all cars in their original position, except those involved go to the rear. Cars involved in accident shall start in the rear of those not involved. If enough laps have been completed, race may be called and drivers will be scored and paid for position they would have had in re-start.

Conduct - Going To Pit - Any car going to the pit area after the first green flag of each race will report to the rear of the pack.

Disobey Official - Any cars failing to obey a track official will be black-flagged.

Single File - Any cars failing to fall in single file after a yellow flag will be placed at the rear.

Passing On Restart - Any cars that pass prior to the green and cone on a restart, driver will be penalized two (2) positions per car passed. Second offense will result in disqualification.

Lap Flag - Any cars failing to obey the lap flag (blue & yellow) will be black-flagged. Cars being lapped move to the inside of the track.

Approaching Starter(s) and Scoring - Under no circumstances will drivers, owners, pit crews, wives, girlfriends, etc. approach the starter or scoring both until the races are officially over and the scoring sheets are in the office. Mandatory one race suspension for car team violating this rule.

Scales - Drivers will be advised at drivers meeting how many cars are to report to the scale. Failure to report as directed will lead to disqualification. Scales are deemed official.

Delaying Race - Any car that participates in intentionally halting or delaying any race for any reason shall be disqualified from that race.

Procedure Under Caution - Position is determined according to the position cars are running at the time caution flag is displayed with cars causing caution starting scratch. Any car dropping out of position except to have legitimate conference with track officials shall lose position. Under caution until green, all cars must stay single file. When less than 50% of the event is completed, cars will run double file when directed by the officials. Any car failing to take the first starting green flag will not be allowed to compete.

Accident - Any car stopped due to a mishap when the yellow flag is displayed and not driven away immediately will be considered involved in the accident. Any car or cars causing the race to be re-started (such as spinning out) will be considered involved in the accident.

Repairs - No car may be attended to on the track. In infield, only driver may attend to his car. If repairs are necessary and the yellow or red flag is displayed, a car will be permitted to pull into the pit area. Upon re-entry during a yellow or red flag condition, the car will start at the rear of the field. No race car will be permitted to re-enter track and re-join race after green flag has been displayed. Only authorized personnel shall be in the infield at any time during the race program.

Manner of Driving - Only one person allowed in race car at any time while on race premises and no part of the driver's body is to extend outside of closed body of race car during the race or practice.

Competitor Performance - Continual ill handling or rough riding will result in disqualification. Any car that leaves the racecourse may return only in a safe manner.

Car Qualification - The registered driver who qualified the car in the heat or consolation must drive the car in the feature event unless the Speedway gives prior approval. All driver changes must be reported to the Pit Steward. All drivers that change cars must start at the rear. Failure to report change results in disqualification for that race. If a driver qualifies more than one car for the feature, he must drive the last car that he qualified in the feature.

***E-Mod Cautions & Time Limits** – See E-Mod Rules

Race Lineup Procedure

Lineup - Lineup is based upon the draw of a number when entering the pits.

Procedures for Lining Up Cars for the Feature - Feature lineup will be determined by certain qualifiers drawing a pill to determine position.

General Specifications For All Classes

Appearance - We expect all participants to take pride in being a part of our racing presentation. No wrecked, rusted out, loose bodies, unpainted or poorly painted cars will be permitted entry. Cars that, in the opinion of officials, detract from the show by their appearances will be denied entry until they are made acceptable.

Paint and Numbers - All cars must be neatly and brightly painted and shall be freshly washed when signed in at each race meet. Bright or light colors are recommended for all cars. Dark colored cars are often difficult to see at night and may constitute a safety hazard. Officials may require dark colored cars to add a contrasting color to improve their visibility. Numbers must be on both sides and on roof in legible form. Car number must be clearly marked on both sides of car: 24" high and 3" wide, and must also have car number on roof at least 18" high and 3" wide. Number must also be on back of the car.

Exhaust - Stock-style. Any car deemed by officials to be too loud will not be allowed to run. Muffler must be unaltered and securely fastened. Muffler must be in place at the end of the race or the driver will be disqualified.

Cooling System - Any type cooling system allowed and must remain in front of engine fire wall with at least one gallon unbreakable catch-can. Positively no leakage of water, oil, gas or any other substance.

Steering - Heavy-duty steering parts recommended with proper reinforcement to tie rod, drag links and component parts.

Transmission - Drive shaft must have front and rear full circle steel hoops, no less than 1 1/2" wide and 1/4" thick, securely fastened to prevent shaft from dropping. Every car must be able to engage one forward and one reverse gear without shutting off motor.

Clutch - All cars must have clutch and 360 degree scatter shield around flywheel and clutch area or min. 3/8" thick steel or 1" approved aluminum, or other approved type shield.

Starters - All cars must be self-starting.

Roll Bars - Steel roll bars are compulsory. Aluminum and other soft metals are not permitted. Front and rear roll bars must be connected at top (cage type) and bottom on both sides at seat height. Side roll bars are compulsory and must extend into door panels (min of four on left side and two on right side) with additional support on the back of the roll bar. Left door bars must be convex in shape with some arch. Roll bars must be welded and not less than 1.5 inches in outside diameter and walls must not be less than .090 inches thick. No pipefittings allowed. All welds must have steel gusset plates of no less than .125 of an inch thickness and gussets must have at least 6 inches of weld. Bilateral support required on inside top of roll cage. Supplemental side bars may be added to uni-body construction. Recommended rectangular tubing. Sufficient padding for driver compartment required, including padded headrest and roll bars.

Tow Hooks - Each car has the responsibility to provide access permitting tow truck hookup. Pickup hook or chain mandatory, front and back.

Air Jacks – None permitted.

Doors - Must be bolted, welded or strapped shut with approved metal fasteners.

Hood & Trunk - Any car using 1/2" hardware cloth as a windshield must have a hood securely attached at all times. Hood & trunk must be attached with approved quick release hood pins.

Floors - All floors must be complete and free from holes.

Windows - All glass must be removed with the exception of the windshield, which is optional. Full width windshield in original position is compulsory in all divisions. Safety glass or comparable plexi-glass acceptable. Windshield safety clips (3" x 1/8") must be installed. 2 clips bolted to the top of car extending beyond outer edge on windshield and 2 clips bolted to bottom of windshield a min. of 12 inches apart. 1/2" hardware cloth also acceptable as a windshield. Driver's compartment is to be completely separated from the engine and gas tank compartment. Firewall (front and rear including top shelf) must be made of a min. of 20-gauge sheet metal or similar substance welded or riveted in place. No oil coolers or cooling system components in driver's compartment.

Fuel Tank - Single approved fuel cell required with max. Capacity of 32 gallons. Fuel cells are mandatory for all divisions. Fuel cell must be installed as far forward as possible in trunk compartment. A rounded pan of 20-gauge steel is mandatory when fuel cell container hangs down below frame rails. Pan may be attached to frame rails only and extend under the fuel cell container but not beyond rear frame cross member. Bottom of fuel cell must be at least height of bottom of axle tubing or have a min. ground clearance of 10".

Fuel Pumps – No electric fuel pumps allowed.

Fire Extinguishers - All cars must carry approved 2 3/4 lb. dry chemical fire extinguishers with pressure gauge or approved measuring device, mounted securely to car and accessible to driver in case of emergency. Pit crew must have additional fire extinguishers capable of putting out fuel and oil fires with a five pound minimum ABC classification.

Seat - Seat is to be one-piece bucket type construction. ***Must have aluminum or carbon fiber racing seat.** Recommend rectangular tubing, securely attached to frame and roll cage, and be completely to the left of centerline of car. All seat cushions must be securely fastened.

Seat Belt and Shoulder Harness - Quick release 3" nylon lap-type belt and shoulder harness are compulsory and must be fastened in a safe and secure manner. Manufactured vertical support belts are mandatory.

Mirrors - None allowed.

Electrical Disconnect - All cars must have a positive electrical power cut-off installed on the left side of the car within reach of the driver with the OFF position clearly indicated. If an alternator and or magneto is used, an additional engine kill switch must be installed with the electrical disconnect clearly marked.

Battery - All wet cell batteries must be securely mounted and may not be located in the driver compartments. Metal battery hold down straps are required. A battery box and fuel cell must be used if battery is allowed to be located in fuel tank area.

Window Net - Approved quick-release window nets mandatory on left side. These must work freely with no obstacles in the way. Easy escape is a must.

Protective Clothing - Approved fire retardant uniforms, gloves and helmets are mandatory for drivers and are the responsibility of the drivers in all classes.

Helmets - Helmets are required and must be Snell SA95.

Alcoholic Beverages - *Are prohibited. All drivers are subject to breath analyzer test at any time.

Tires - No pre-race heating of tires permitted.

Brakes - Four-wheel brakes mandatory. All brakes must be in working condition.

Weight Shifting - No mechanical or hydraulic devices for shifting weight will be permitted inside of drivers compartment. No hydraulic weight-shifting device is permitted at any time.

Radios – No radios allowed.

LATE MODELS

Models – 1980 through 2006 American Manufactured Stock Car Bodies.

Body

1. Nose and roof must match body style.
2. Cars must have a maximum of 1-1/2" roll at top of fenders, doors and quarter panels. A sharp edge will not be allowed. Body must go from sides over upper body, and not upper body over sides.
3. Floor boards and firewall must cover drivers compartment and be safely constructed.
4. No fins or raised lips permitted.
5. No slope or wedge nose.
6. Engine must remain within company lines. EX-Ford/Ford, GM/GM, etc.
7. No belly pans but oil pan plate permitted.
8. Nose pieces must be made of molded material with a 46" maximum from center of front hub to the farthest point extending forward.
9. Fender flares must be plastic and cannot extend beyond front tire track width with wheels pointed straight.
10. Roof must be stock appearing.
11. Front fender cannot gain height from rear to front of car - cannot exceed 34" in height from the ground to the top of fender at the center of front wheels.

Frame

1. No aluminum frame or front clips.
2. 104" minimum wheel base and must be constructed of 2"x 2" rectangle/square tubing or 1-3/4" round tubing and must have a wall thickness of .083". All tube cars must use 410 Chrome Molly Steel construction.
3. If rear bumper is stubbed, it may extend a maximum of 8" beyond the frame. Any rear bumper that extends 8" or more past the frame must be rounded and directed toward the front of the car at least 6".

Roll Cage

1. Side roll bars are mandatory and must extend into the door panels.
2. Minimum of three bars must be used on the left side. Each bar must be at least 1-1/2" diameter with thickness of .095".

Interior

1. Minimum of 8" taper, maximum 3" drop extending from firewall, to rear of door pieces, in a continuous line.
2. Must run in straight line from behind the driver to the rear spoiler.
3. If the interior is flat through the car, it must maintain a 12" clearance from the roll cage for easy exiting from either side of the car.

Spoiler

1. Recommended to be transparent but not mandatory (to allow aluminum spoilers) with a maximum height of 8" measured from deck to tip of material. Maximum width of 72".
2. Must begin where quarter panel ends. No extended decks and cannot be suspended above deck to create a wing effect.

Engine

1. Must be based on factory design with aluminum blocks allowed.
2. No fuel injection devices, electric fuel pumps, turbo charges or blowers allowed.
3. Mags allowed but must have operating starter.
4. Engine set back is maximum 6" from the center of ball joint to front of the spark plug hole.
5. One four-barrel carburetor.
6. No titanium or exotic material crankshafts or connecting rods.
7. Oil pan should have 1" inspection plug on the side of pan for magnet use or pan could be required to be removed for inspection.
8. Only one spark plug and two valves per cylinder.
9. All cars must have unaltered mufflers!!

Fuel System

1. 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 18" x 2" steel straps.
2. A firewall must be installed between the fuel tank and the driver compartment.
3. Fuel cell must be visible from the rear of the car and must not be mounted lower than the bottom of the quick-change rear end.
4. No pressurized fuel systems.
5. Gasoline or Alcohol only. No additives allowed.

Tires

1. Any 11" x 92" tire will be allowed.
(LVS-Open Tire Rule)
2. No buffing or grinding of lettering allowed.

Wheels

1. Steel, aluminum, carbon fiber or plastic wheels allowed.
2. No knock off mounting devices allowed. You must use lug nuts.
3. Maximum width is 14".
4. Maximum width outside front wheels is 88".
5. Maximum width outside rear tires is 86".

Brakes

1. Must be equipped with four-wheel brakes.

Jacking Devices

1. No remote shock controls or adjusters. No weight jacks of any kind permitted (this includes fifth coils, etc.)

Exhaust

1. Mufflers are mandatory and must exit parallel to track and not at the ground.

Transmission and Clutch

1. No direct drive in and out boxes allowed.
2. Any transmission with working forward and reverse gears are permitted.
3. Manual transmission must have operational clutch.
4. Automatics are allowed.

Traction Control Devices

1. No electronic or computerized wheel spin-traction control devices allowed.

Weight

1. Minimum weight is 2,200 lbs. with driver after the race. Added ballast must be securely fastened with the car number painted or stamped on it.

360 LATE MODELS

(Rules changed for 2010)

#1- Front stub

- 1.1 GM factory built 1970 ½ - 1981 "F car"[Camaro & Firebird] front stub must be used
- 1.2 stub must measure at 24" in front and 24" behind ball joint centerline and 28 ½" inside rails
- 1.3 GM factory "F car" cross member or exact replacement must be used; modifications for clearances only
- 1.4 steering box and idler arm must remain in stock location
- 1.5 front horns, ahead of steering box, may be rebuilt with tubing
- 1.6 engine location: #1 spark plug must be within 1" of ball joint centerline
- 1.7 front stub other than "1.1" must be approved prior to entry

#2 – Front suspension

- 2.1 must use OEM or OEM direct replacement lower A-frames in stock location
- 2.2 must use 5 or 5 ½" diameter springs mounted in stock location
- 2.3 OEM, OEM direct replacement, or purpose built upper A-frames are allowed
- 2.4 must use OEM or OEM direct replacement idler arm and drag link
- 2.5 OEM, OEM direct replacement, or purpose built tubular tie rods are allowed
- 2.6 purpose built hubs and spindles are encouraged
- 2.7 jacking bolts are allowed

#3- Frame between front stub and trailing arm mounting points [main frame]

- 3.1 must be constructed of 2"x2" square or 1 ¾" round tubing [minimums]
- 3.2 round tubing must be 4130 chrome moly or DOM with minimum wall thickness of .083"
- 3.3 each main frame rail must extend rearward to within a maximum of 21" to centerline of rear axle

#4- Rear suspension

- 4.1 coil or leaf [single or multiple] springs allowed
- 4.2 three point only / no four point
- 4.3 may use panhard bar or W link
- 4.4 no bird cages

- 4.5 no brake floaters
- 4.6 only one shock per wheel
- 4.7 coil over shocks allowed on rear only
- 4.8 coil eliminators / sliders are allowed
- 4.9 no fifth coil over torque arms; no springs or shocks on torque arms
- 4.10 no spring or rubber mounted trailing arms
- 4.11 lower trailing arms must be solid mounted
- 4.12 90/10 shock may be mounted on top of rear end housing; it must be parallel to 3rd link or torque arm centered +/- 6" on housing
- 4.13 maximum of four coil springs per car

#5 – Rear end

- 5.1 standard 10" diameter ring gear champ style late model quick change rear end with steel tubes is an option to the Ford 9" rear end; Ford 9" must be steel housing and tubes
- 5.2 8 3/8" diameter ring gear quick changes not allowed; these are sometimes referred to as V8 or midget rears
- 5.3 rear end gears must be locked
- 5.4 floater-type with wide five hubs encouraged and will become mandatory
- 5.5 no torque sensing devices

#6 – Wheelbase

- 6.1 minimum of 104" with 1/2" tolerance
- 6.2 measured with "stick" center of hub to center of hub

#7 – Shocks

- 7.1 one mono tube or twin tube shock per wheel
- 7.2 Schrader valve shock option is allowed; no remote shock gas reservoirs
- 7.3 no compression or rebound adjustable ["clicker"] shocks of any type
- 7.4 no remote spring or shock adjustment devices allowed
- 7.5 coil over shocks allowed on rear only
- 7.6 coil eliminators / sliders are allowed

#8 – Brakes

8.1 must be able to demonstrate operational 4-wheel braking system

#9 – Transmission, bell housing, driveshaft

9.1 OEM, direct OEM replacement, Bert, Brinn, or Falcon aluminum [no magnesium] transmission

9.2 bell housing must accommodate 8 1/2" (minimum size) flywheel / starter plate

9.3 automatic transmission does not need torque converter

9.4 automatic transmission must use an SFI approved explosion proof aluminum housing or be surrounded by SFI approved explosion shield / blanket

9.5 must be able to demonstrate forward, reverse, and neutral

9.6 no accessories other than starter may be mounted to the bell housing

9.7 driveshaft must be a minimum of 2" diameter; must be steel; must be white

9.8 driveshaft must have sling / hoop

9.9 an L shaped 4" x 8" x 1/8th " aluminum "leg saver" is mandatory; device must be mounted left of the driveshaft extending from the rear of transmission to the rear of the seat; 4" over the driveshaft and 8" beside the driveshaft; dimensions are approximate other than 1/8th " minimum thickness

#10 – Clutch and flywheel

10.1 minimum flywheel or starter plate diameter is 8 1/2 inches

10.2 any single disk type or multiple disk clutch allowed

10.3 aluminum pressure plates, mini clutches, Coyote clutches not allowed

10.4 minimum clutch diameter is 5 inches [for cars using OEM / direct OEM replacement manual transmission]

10.5 scatter shield is mandatory for cars with manual clutch

#11 – Ignition

11.1 all cars must be equipped with a functioning self starter

11.2 any HEI, point style, or unaltered MSD or unaltered PROCOMP distributor

11.3 only one MSD or PROCOMP box allowed

11.4 no magnetos

11.5 single 12 volt battery only

#12 – Body

- 12.1 purpose built dirt late model body which closely resembles WoO late model series car only
- 12.2 maximum height of doors, quarter panels, trunk lid and fenders is 40” from ground
- 12.3 maximum width 76” at firewall; maximum width 72” at rear deck
- 12.4 roof must be mounted level to the body
- 12.5 maximum roof size front-to-back is 54”; minimum roof size front-to-back is 44”
- 12.6 maximum roof size side-to-side is 52”; minimum roof size side-to-side is 48”
- 12.7 rear roof supports must be uniform in design and location; maximum 43” long at base; may not extend above the roof, must extend to within 1” to edge of body
- 12.8 rear roof supports may bow in or out a maximum of 2” as viewed from rear of car
- 12.9 rear spoiler may not exceed 6”x72”; must be mounted flush on rear deck
- 12.10 spoiler supports must be triangular shape; maximum of three; maximum dimensions 8” x 23”
- 12.11 wings, spoilers, deflectors, or any aero devices other than rear spoiler are not allowed
- 12.12 tires may not protrude more than 4” beyond the outer edge of the body

#13 - Bumpers

- 13.1 front bumper and side skid rails must be mounted inside bumper cover and body
- 13.2 purpose built nose piece may not be modified; may not extend more than 52” from center of hub
- 13.3 rear bumper may not extend beyond 8” of frame on either side; ends of bumper tubing must be capped

#14 – Weight [measured in track scale pounds]

- 14.1 track scales are official
- 14.2 minimum weight is 2700# after race with driver without adding anything; 2% tolerance
- 14.3 ballast must be attached with at least two bolts of minimum ½” diameter passing through ballast and a substantial member of the car; may not be welded into place
- 14.4 ballast must be painted white and must have car identified on it

#15 – Engine

- 15.1 only cast iron V8 block
- 15.2 maximum displacement is 361 cubic inches for Ford or GM; 370 for Chrysler
- 15.3 no 400 CI blocks
- 15.4 only cast iron cylinder heads; casting and/or part numbers may not be removed

15.5 heads must retain OEM port centers and spark plug location; angle milling is allowed

15.6 only 23 degree heads for GM are allowed; no raised runner heads; specifically RHS part #s 12801, 12802, 12803, 12804, 12805, 12806 not allowed; others not allowed may be added

15.7 only N1 style Ford heads and only W2 or RT style Mopar heads are allowed

15.8 any solid or hydraulic camshaft; no roller or mushroom camshafts

15.9 any solid or hydraulic lifters; no roller or mushroom lifters

15.10 spark plug #1 must be within 1" of centerline of ball joints

15.11 no dry sump oiling system; no external oil pumps or Accu -sumps

Note: heads may get further definition; principle is that what we have is legal and that new expensive options are not

#16 – Carburetor

16.1 one Holley 4412 [500cfm/two barrel]

16.2 maximum venturi bore is 1 3/8"

16.3 choke horn must be retained

16.4 maximum of two holes may be drilled in butterfly

16.5 choke plate, shaft, and linkage may be removed

#17 – Fuel and Fuel Delivery

17.1 gasoline only

17.2 fuel cell is mandatory

17.3 fuel cell must be mounted in a minimum 20 gauge metal box securely mounted by two 2"X1/4" steel straps or 1" square tubing which completely surrounds the cell box; minimum dimensions

17.4 fuel cell must be mounted in trunk area and not lower than center of the rear axle housing

17.5 fuel lines should be routed outside of driver's compartment; lines inside the driver's compartment must be braided or enclosed in metal conduit

#18 – Wheels and Tires

18.1 only 10"X15" steel wheels

18.2 only Hoosier RC-1, RC-3, RC-4 or American Racer EC-1, EC-2

#19 – Safety

host track race car and driver equipment safety requirements will apply. Host track officials will inspect for compliance.

#20 –other

- 20.1 we are guests of the host track; cooperate with track officials
- 20.2 Raceceiver or Solo II is mandatory for BRP Series races only: no two-way radios.
- 20.3 no mirrors
- 20.4 no electronic or computer controlled traction devices of any kind

STREET STOCK

- 1. Any American made rear wheel drive car or truck will be acceptable in the division.
- 2. **TOW HOOKS MANDATORY FRONT AND REAR**
- 3. 107 inch minimum wheel base. Uni-body cars must be tied rear frame to front frame
- 4. Bodies; AFTERMARKET ALUMINUM ALLOWED – MUST REMAIN STOCK APPEARING – NO STRAIGHT PANELS WITHOUT OEM BENDS. No spoilers, wings. All hoods and trunks must be securely fastened and the back of the hood must be sealed off from the driver's compartment.
- 5. All glass, plastic, upholstery, lights, mirrors and chrome must be removed. Windshield opening must be covered with ½" square wire screen of heavy gauge. With 2 support rods.
- 6. Doors must be securely shut and welded
- 7. Inner fenders may be removed
- 8. Aluminum or solid fiberglass racing seat mandatory, and fastened securely to the frame
- 9. Front firewall must be constructed of 20 gauge steel or .063 aluminum minimum. No holes allowed in driver's compartment. Must be in stock location.
- 10. Fenders may be cut for wheel clearance

Bumpers

- 1. FRONT Bumpers must be STOCK and in stock location and be capped to fender the width of the bumper for make and year of car. Reinforcement of bumpers with max 1 ½ round when using plastic bumper covers or nose pieces only. IF steel bumper is stock for year and model of car max 1" tubing will be allowed. Only one bumper mount per side. NO channel allowed in bumper area. NO sharp edges. Rear bumpers may be steel – max 1 ½ RD MAX 0125 WALL and must be capped to fender the width of the bumper. Must have bumper cover or tail piece
- 2. Inner hoops for reinforcement allowed inside hood and trunk compartments. Maximum 1 ½" tubing for this reinforcement
- 3. Nerf bars allowed but must remain tight to the body and max 1 ½" pipe or tubing they must re-enter the body 2" minimum. ONLY EXPOSED RUB RAIL IS BETWEEN TIRES ALL OTHER RAILS MUST BE COVERED BY BODY
- 4. No excessive rusted frames allowed
- 5. A steel battery box is mandatory and can be in stock location or in the trunk area

Suspension

ALL STOCK PARTS MUST HAVE COME ON THE CAR THAT YOU ARE USING GM may use bigger spindles (impala) for safety reasons only

- 1. Parts must be stock and in stock position. Except spring, brake, & shock mounts on Ford 9"
- 2. Stock A-frames mandatory – may be reinforced
- 3. No adjustable spring spacers allowed
- 4. Nothing will be allowed that interferes with the free working of the suspension
- 5. Steering Quickners allowed
- 6. After market power steering pumps allowed
- 7. Racing shocks and springs allowed
- 8. **Stock Configuration-Steel Shafted Aftermarket Upper A-Arms Non-Adjustable are permitted.**

Drivetrain

1. Transmission must be OEM automatic with working stock torque converter 10" min., or OEM single disk clutch, flywheel, and pressure plate assembly 10" min. on stock OEM standard transmission. No grinding or lightening. Steel only. All gears must work. A scattershield or blanket is mandatory.
2. Ford 9-inch rear end will be allowed. No modifications except spring, brake, and trailing arm mounts on the Ford 9 inch. Shock mounts must remain in stock location on the car. Only one steel shock per wheel. Grandnational 9-inch rear end allowed. No aluminum or titanium rear end. Must remain stock center section. Must still have stock steel calipers. No gun drilled axles. Must be solid steel. No aluminum components!
3. Rear end must be locked
4. Steel driveshaft with safety loop 6" from front yoke is mandatory

Brakes

1. OEM brakes on all four corners. Balance bar allowed with no external adjuster. NO adjustable brake valves allowed – 4 wheel brakes mandatory
2. Front and Rear OEM disk brakes allowed.

Tires and Wheels

1. Max. 8" steel racing wheel mandatory – BEAD LOCKS ALLOWED RIGHT REAR ONLY
2. Tire will be Cambridge Recap 225 or 235 X 15" or TOWEL CITY RETREAD 89 compound (yellow vertical marking) two sizes 26.5, 27.5, and can be placed on car at your choice. NO GROOVING, SIPING, SOFTENING, OR TREATING OF TIRES ALLOWED

Weight –minimum weight is 2900 lbs.

Engine and Fuel System - #1 PLUG MAX OF 12" BEHIND CENTER ADJUSTING BOLT OF STEERING BOX. THIS MAY NOT BE STOCK

1. MAX 361 CUBIC CHEVY, 363 FORD, 365 CHRYSLER
2. Stock OEM cast iron block with stock stroke
3. No interchanges between company lines
4. Must have stock, cast iron OEM 2 barrel intake manifold with no modifications or Eldebrock performer intake part # 2101 or Vortec 2116 are optional. No hi rise allowed.
5. Must have stock OEM 2 barrel carb or unaltered Holley 4412. NO high performance Holleys allowed. These will be teched. All tracks have same gauges. Max 1" spacer or adapter between carb and manifold. Choke plates may be removed
6. Flat top or dish pistons only
7. Stock rods for engine used. NO 6" rods
8. No polishing, porting, or machine work allowed on any part of engine except overbore, and hole drilling and tapping for vortec heads
9. Stock OEM cast iron heads allowed. NO angle plug heads allowed. Max 202 intake valve, 1.6 exhaust valve. No Bowtie or Hi performance allowed.
10. Pinned or screw in studs allowed
11. Stock distributor must be electron or single point. NO mags
12. Cam shaft must be flat tappet only. NO mushroom or roller
13. Double roller timing chain and gears allowed. NO gear drives.
14. Roller rockers are allowed but no shaft systems are allowed.

Headers

1. Street type Headers allowed (inside frame rails) must have 3 bolt flange, No cross overs. EXHAUST 3" OD"MAX DIAMETER PIPE. MUST EXIT PAST THE DRIVER. No flex pipe allowed. Pipe must be solid with no holes. Only one pipe per side acceptable. May run cast iron manifolds. Mufflers are mandatory at MCR, Little Valley and Freedom. (Optional at The Hill Raceway and AMR)

Fuel

1. Gasoline only. Fuel cell is mandatory and must be securely mounted in the truck area of the car inside a 20 gauge metal box supported by two metal straps 1/8" X 2". Fuel line must be inside conduit if run through the inside of car. NO fuel additives allowed
2. Stock type fuel pumps only. No electric fuel pumps allowed
3. Must be stock stroke configuration
4. Any removal of identifying marks or numbers will make said part illegal.

Safety

1. Full window net mandatory.
2. Kill switch mandatory.
3. Fenders, tin crimped and rolled in, no sharp edges. Sharp edges must be fixed before allowed to race.

MINISTOCKS

1. Any 4 cylinder sedan, subcompact, compact two door car or truck. No hood scoops, (No holes in hood). Stock type rear spoilers allowed (must be for car it is installed on). Body must remain stock. May fabricate frame front and rear, using 2 X 3 tubing from strut tower in front forward and centerline of rear axle to the rear.
2. Must have stock floor pan and original trunk floor No tubbed interiors Trunk area maybe opened for fuel cell installation
3. No firebirds or camaro's
4. All glass must be removed and screen placed in windshield area with 2 support rods. No holes in firewall or floorboard. Engine/fuel area must be sealed off from driver
5. Must have front hoop and leg hoop to protect driver. Must have complete 4 point roll cage, installed in a professional manner. 1/2" .095 wall steel tubing, with three door bars on drivers side and two door bars on passenger side. Bumpers will be stock type facia. All exterior bracing/bumper must have a max. 1 3/4" od. All exterior tubing must be round and radiused back into and attached to frame or cage. Front and rear tow hooks are mandatory
6. Must use steel, to tie front frame, to rear of car. MANDATORY at all tracks BUT The Hill Raceway although it is recommended
7. Must use aluminum or solid fiberglass racing seat. Seat must be fastened to roll cage, NOT TIN. Must have 5 point racing seat belt harness. Seat belts recommended NOT to exceed more than 5 years old and must be securely bolted (not chained).
8. Racing fuel cell is mandatory. Max. 12 gallon cell must be mounted in a safe manner. Must have protection loop behind fuel cell and must be protected front, rear and bottom with minimum 18 gauge steel and be a minimum of 12" from the ground. If fuel injection; you must have both fuel and electric shut offs
9. Racing wheels allowed with a max. 3" off set
10. Recaps only. 185,195, 205 – 70 – 14 cars that came with 13" tires, may use 13" DOT instead of 14". All 14" tires MUST be Cambridge recaps or may run DOT tire. NO snows or luggers.
11. Must have stock suspension. NO racing shocks or springs or modifications. Must match side to side. NO limiting devices such as cables or chains etc.
12. Engine must remain stock as manufactured
 - a) No headers or racing parts allowed
 - b) No decking of block
 - c) Flat top or dished pistons only
 - d) 165 pound compression limit to be measured with track gauge. NO rotary engines
 - e) Max. 30 over bore allowed
 - f) Pistons may not come above block deck (except Toyota laser block)
 - g) Stock stroke crank
 - h) No light weight pistons or rods and no forged pistons
 - i) No high performance ignition or ignition boxes allowed. OEM only
 - j) Sand blasting, bead blasting, acid dipping, porting, polishing and welding are prohibited. Heads will be pulled to check bore, stroke and machining
 - k) Ford heads must measure 3.750 measured from side surface of valve cover rail to black mating surface. We will come up with other make of engine specs on head shaving allowances. Minimum amounts for clean up will be allowed. Tech decision will be final
 - l) Only composite OEM head gaskets allowed. No thin metal or copper shim type allowed
 - m) No rollers, unless stock OEM. Only stock, OEM cam followers
 - n) Carb/injector must be OEM. or Holley top loader 2 bbl allowed with no modifications (No Holley 4412's). Stock carb plate or spacer for engine used, no modifications. No air induction plastic carbon sets or other devices to direct air intake. No air diffusers allowed
 - o) Exhaust manifolds must be cast iron or stock production.

- p) Intake must be OEM no modifications
- 13. Flywheel must remain stock. No lightening.
- 14. Clutch and pressure plate must be OEM
- 15. Transmission must have ALL working gears
- 16. No light weight driveshaft
- 17. Minimum weight is 2400 lbs. Cars with 3 or 4 valve per cylinder must add 300 lbs. Weight in trunk area bolted with (2) ½ inch bolts. Minimum weight 2700 lbs after the feature with nothing added. All added weight must be in trunk area bolted securely.
- 18. No 4 wheel / AWD vehicles permitted
- 19. Exhaust must exit behind driver Mufflers are mandatory at MCR, Little Valley and Freedom. (Optional at The Hill Raceway and AMR)
- 20. Stock as manufactured brakes ONLY

358 MODIFIEDS

Open 358 Modifieds - Maximum 361 C.I. motor - Open Tire Rule - Gas or Alcohol allowed - Weight- 2500#, Dirt legal 2400#.

E-MODS:

ROLL CAGE: Minimum tubing thickness .095". Minimum outside diameter 1.5" Must be 4 post design with rear upright loop supported with tubing running down to the rear of car. Top hoop must have 1 crossbar preferably running from right rear to left front. Absolutely no crossbar above driver's head

All support bars forward of roll cage must be lower than stock hood height. Door bars must be .083" minimum thickness. 3 bars minimum, 4 suggested. Door bars must be welded to roll cage-front and rear and be parallel to frame.

BRAKES: Must operate at all times on all 4 wheels. Calipers must be OEM steel only.

EXHAUST SYSTEM: Headers may dump out side of engine or rear of engine and must not point directly to the ground. Mufflers must be run, securely attached, and easily detectable.

FUEL CELL: 32-gallon maximum capacity - Completely enclosed in a steel enclosure. Fuel cell must be protected in rear by roll cage tubing. Cell may not be lower than protective tubing.

Top siphon fuel cells only. Tech inspectors can reject any fuel cell mounting they deem unsafe.

BATTERY: Must be mounted securely and fastened across the top.

FUEL: Either racing gasoline or methanol-no nitrous oxide or power additives.

WEIGHT: No weights added in driver compartment or outside of body. Weight must be painted white and have car # on it. Weight must be fastened with 2-1/2" bolts minimum. Weight may not be attached to rear bumper. All cars must weight 2400 track scale pounds with the driver after the race at speedway scales.

FRAMES: OEM production full 1960 or newer parallel American passenger car frames only. Frame may be cut not farther forward than 36" from center of rear end housing. Frame must be full and complete on both sides and not narrowed or widened. Frame must be able to support roll cage.

FRONT SUSPENSION: Must be in stock location. Stock passenger car spindles only. No tubular or fabricated spindles allowed. Tubular type upper and lower A-frames permitted. Upper A-frames may be moved and have aluminum cross shafts. Coil springs minimum 4-1/2" diameter only (no coil overs) and must be mounted in stock position. No coil-over eliminators may be used. (Mono balls will be accepted.)

STEERING: Must be OEM type. Front steer type frames must have steering box mounted on left frame rail ahead of front cross member. Rear steer frames must have steering box mounted behind crossmember on left frame rail. Power steering with a steering quickener is permitted. No rack and pinion steering. Stock type OEM steering boxes only.

SHOCKS: Steel only- 1 shock per wheel and no hydraulic, ratchet or electric weight jacks anywhere on car. No externally adjustable shocks.

WHEELBASE: Minimum 108", maximum 112".

REAR END: Any passenger car or truck type rear end permitted. Rear end must be locked, must be mini spool or welded spiders only. Quick change allowed with steel tubes and must be 5 x 5 bolt pattern.

REAR SUSPENSION: May be coil spring (minimum 4-1/2") diameter or steel leaf springs. Coil-over eliminators or steel/aluminum coil-over kits may be used with coil springs. Lowering blocks (aluminum or steel) may be used with leaf springs. No aluminum birdcages, brake floaters, trailing arms or trailing arm mounts allowed. Panhard bar and bracket must be steel.

DRIVESHAFT: Must have a protection loop completely around. Loop must be .25" thick x 2" wide steel minimum and mounted no more than 6" back from U-joint in driveshaft. Drive shaft must be steel or carbon fiber only.

TRANSMISSION: Must have forward and reverse gears and be able to shift to forward or reverse with engine running. Bert and Brinn type transmissions are permitted (no direct drives). Stock clutch type transmissions must have scattershield or blow proof bell housing. Automatics must be stock OEM cases and bell housings.

ENGINES: Must be able to be used in conventional passenger car without alteration. No machine work on outside of engine. No dry sump oil systems (racing type wet sump oil pans permitted). One four barrel carburetor naturally aspirated, no fuel injection, no electric fuel pumps, no magnetos. Rear of engine must be at least 72" forward from the center line of rear axle. No more than 2" engine offset. Minimum height 11" from center of crank to ground, no aluminum blocks.

RADIATORS: May be aluminum, steel, or brass and must fit under hood line and be located in front of engine fan.

BODIES: Must resemble American compact passenger cars only (Daytona, Cavalier, Pinto, Probe, Mustang II, T-Bird, Monte Carlo, Gran Prix, Cutlass, etc.). Bodies must have front and rear windows open, steel screen and/or bars are mandatory in front of driver. Original roof line should be maintained with a maximum 1" drop rear to front. No wings, or other ground effects allowed inside or outside of car except an 8" spoiler. Body must have a minimum of 4" ground clearance. Engine compartment will remain open with no side panels. Hood sides may have a maximum 4" drop and be enclosed at rear of hood. Rear of bodies may have a solid panel at least 8" high with car number. Side windows must have a minimum vertical opening of 12" front to back. Nose piece no lower or wider than frame horns and no further back than radiator. See attached diagrams for all measurements. Firewalls and floor boards are mandatory. Handmade body parts may be constructed of steel, aluminum, or fiberglass, but should be recognizable as a factory production vehicle.

KILL SWITCH: A battery disconnect switch is required. This should be mounted within easy reach of the driver and the safety crew.

FRONT BUMPER: Must be mounted to end of frame, with bottom loop parallel to the ground. Minimum 1-1/2" tubing must be used. Rear bumper may be tubing or square stock and must protect fuel cell. Center of bumpers must be at least 18" from ground. No sharp edges.

NERF BARS: Must be inside of line from rear tire to front tire with no sharp edges. There is no tolerance.

GAUGES: Oil pressure, oil temp., water temp., fuel pressure, brake bias pressure, volt or amp gauge and a tachometer are the gauges permitted. No digital dash panel. No lap timers or any other type of electronic gadgets permitted. No electronic traction control. No adjustable engine timing controls of any kind. No engine retarding devices allowed. No controlling of wheel spin by any device. No back up or dual ignition allowed.

STEERING WHEEL: All cars must be equipped with a removable steering wheel.

WHEELS: Any 8" steel production racing wheel may be used. Beadlock wheels may be used.

TIRES: American Racer: Hard and Medium 82/08 or 84/08 or 86/08 – 15 DT, or Hoosier: 27.5/8.0-15 RC4,A40, D40. 26.5/8.0-15 RC4,A40, D40, 26.5/8.0-15 SCL Medium, or 27.5/8.0-15 SCL Medium, or 27.5/8.0-15 SCL Hard. Medium or Hard right rear required.. No softening or conditioning of tires allowed. No re-caps allowed.

MISCELLANEOUS: No radios (transmitting or listening devices) or mirrors permitted. Mirrored finished stainless or other materials are not permitted, if used for the same purpose as a mirror.

SPOILERS:

1. Can be a maximum of 8 inches clear material. A maximum one inch flange can be used at the top of the spoiler for added strength. This flange does not count as part of the 8 inches clear material allowed. Spoilers cannot be wider than the car.
2. Front and rear roof edges must remain flat. No bending for spoiler effect.
3. Side panels from roof to rear deck can have a maximum one inch flange for added strength.
4. Drivers side window and passenger side window must remain open except for support angles in roof pillar openings. Support angles cannot extend past the front roof line. Roof pillars must be in place. Window net required in drivers window.
5. **No traction control of any kind – mechanical or electronic allowed. Only one ignition box allowed and it must be located in engine compartment. All wiring from distributor/magneto to ignition box or tachometer must be in plain view for inspection and have no splices or interruption in these wires. Speedway will have the right to confiscate any part of the ignition system for further inspection. If parts are confiscated, prize money and points will be held until results of inspection are known. All legal parts will be returned within 5 days. Violation of any of these rules will result in disqualification.**

CAUTION RULE: Any driver/car who causes two cautions in any one race will be disqualified for the remainder of that event.

TIME LIMIT: Each Heat or Consi will have a 10 minute time limit commencing from the first green flag of the event. Each Feature will have a 30 minute time limit. In the event the time limit is reached and the race is under green flag conditions, the leader of the next lap will be given the checkered flag. In the event the time limit is reached under yellow or red flag conditions, the leader of the race at that time will be declared the winner.

**If a topic is not covered in this rulebook, do not assume your car is legal.
Call one of the following for clarification:**

- * Little Valley Speedway Office at 716-938-9146
- * Ben Keesler (Tech Coordinator) at 716-492-5496
- * Wayne Reed (Pit Steward) at 716-257-9573