

30 JAN 2016

Eagle Track Raceway Rules

Forward

Racing is a dangerous sport but a good sport, made up of men and women. There is no place for the trouble maker or the person who can see nothing but wrong: believing that every action of the officials is directed at him or her, or that rules are made to be broken. This person has no place in the racing business and should be left at the entrance gate of all race tracks.

Any association member determined to cause undue problems with the track may, at the discretion of Eagle Track Officials, have his/her membership canceled, without refund, and be banned from the track.

Responsibilities

The Eagle Track Racing Association will not be held responsible for any damage to any person or any car while in the pits or on the track. Each and every person is responsible for his or her own safety and well-being. These rules were made up to make our racing competitive and yet as safe as possible. So now it is up to you to make sure that you and your car are safe, as well as competitive. If these rules are followed faithfully when building and maintaining your car throughout the year, then we will have little to worry about, and the racing will be a lot more fun. Remember that you are not the only one on the track. If your car is not safe, then no one else racing will be either.

Rules

All rules contained herein are under complete control of the Eagle Track Racing Association. No rules will be changed unless deemed necessary by the Board of Directors. Safety related rules can be altered, or added at any time. A written notice will be posted on the internet seven days prior to any rule changes or additions going into effect. All rules apply as soon as the car enters the pit area.

Racing Association Membership (removed requirement to be a member to race)

Membership runs from one racing season to the next. Dues will be \$40.00 per year for car and driver, \$25.00 for pit crews (optional membership), and are due by the first race of the season to assure renewal of your car number.

I. GENERAL RULES

1. The Flagman has complete control of all racing events.
- 2 Any person using improper language or conduct at the track will be expelled from the pits and track. Trouble makers will be handled by the Sherriff's Department. Car owners will be

responsible for the driver, pit personnel and anyone with his/her car(s). Any person drinking or under the influence of alcohol or a controlled substance will not be allowed in the pits. Any person caught drinking or under the influence of alcohol or a controlled substance in the pits during a race, shall cause the car(s) that person is involved with to be immediately disqualified for the remainder of that race day.

3. No race will be run without an ambulance and a fire truck. The President may choose to waive the fire truck requirement down to “adequate fire suppression” for extenuating circumstances. Emergency Response Vehicles and Crews along with the tow truck will be located on the infield for rapid response.
4. No car will be allowed to compete unless it has passed the Safety/Tech Committee inspection.
5. Any driver competing in the day’s main event cannot compete in the powder puff or mechanic’s race that same day. Women who race with the men in two (2) races cannot race in any of the powder puff races for the balance of the season.
6. Mechanic and powder puff drivers must be signed up before the time trials are over in order to run in that day’s events. This means signing up AND signing the waiver. You must become an Association member to be eligible to receive any points. These drivers must also remain in the pit area during race day.
7. Racers under the age of eighteen (18) years of age must have a notarized parents’ consent and waiver, which must be presented and registered with the proper officials. No one under the age of sixteen (16) will be allowed to race.
8. No distraction of the flagmen will be allowed during a race.
9. At least one (1) person must be with each car in the staging area at all times- driver or pitmen.
10. Mid-Season and Championship race days are open to all racers. Season overall champions are only open to members. Placements are determined by points accumulated as a member.
11. All cars and drivers will be ready to run when called upon. Any car not ready and in position in the staging area will go to the back of the pack.
12. Only one (1) pitman on the track during a flagged stop. Only water will be allowed on the track. NO GAS, WRENCHES, ETC.
13. One restart allowed on all races. In case the race is stopped after one restart, cars will line up double file according to the last lap completed.
14. There will NOT be three (3) minutes for cars involved in wrecks, breaking down on the track because of mechanical failure, or flat tires. Cars must leave the track at the most convenient location to allow the cars to continue.
15. Cars coming back on the track will wait for the Flag Man to give the O.K. and will take the last position as they return on the track.

16. Any driver, for any reason, getting out of their car while on the track, will automatically lose one(1) lap....EXCEPT IN THE CASE OF FIRE, ONLY THEN WILL THE DRIVER BE ALLOWED TO LEAVE THE CAR WHILE ON THE TRACK.
17. Cars must report any scratches (canceled entries) to the Pit Boss.
18. For foul driving, unnecessary bumping or crowding, chopping, etc., a driver will be given the black flag; the flagman's decision will govern all classes and THERE WILL BE NO APPEALS.
19. Cars causing any yellow or red flags to be displayed, or causing accidents, will be placed at the rear of the pack.
20. Cars running with loose or dragging parts will be given a mechanical flag or black flag subject to the decision of the flagman.
21. Understanding of the rules contained herein is acknowledged upon entry of each driver and pit person into the pits.
22. NO RULES WILL BE CHANGED AT THE TRACK.
23. The track will be closed at all times between races, or special-scheduled work days. Anyone who runs their car, or anyone with the car, or who is there as a spectator, or for any other reason, will be strictly liable in all cases for their actions, and will be considered to be trespassing.
24. The track will be closed to all practice from noon on Friday until after the races on race weekends.
25. When an event is stopped due to weather or other conditions, of which the Association has no control, the racing program will be considered complete if the first main event has been started.
26. There may be random weight checks and tech inspections by the Tech Committee.
27. No radio communications to and/or from cars except by Race Officials (e.g. Raceceivers)
28. Decisions on interpretation of rules by tech committee shall be final. There are no exceptions. If it doesn't say you can – you can't. Any equipment that officials consider exotic or not in the intent of the rules will be considered illegal and will be confiscated.
29. Violation of Any rules will constitute that car and driver to:
 - A) Forfeit points and money for the day.
 - B) \$100.00 fine paid to the Association.
 - C) Forfeiture of entry fees paid that race day. Fines will be paid within seven work days or suspension will result. Second violation will result in double fine and loss of all points.
30. No Canadian checks. It's cost prohibitive to the Association.

ROOKIES

1. Rookies will be identified by a flag or ribbon of construction tape on their car.
2. Rookies may be started at the back of all race events as determined by the Flagger and the Rookie.
3. Rookie status is at the discretion of the Flagger and the President.

CLOTHING RULES

1. Gloves are required. They must be leather or other suitable material that is heat and fire resistant.
2. All drivers MUST wear a minimum SFI 3 rated driver suit, at least a single layer, with LONG SLEEVES. No nylon shoes.
3. Helmets must be rated Snell #85 or better or CSA approved. Helmets must be worn when the car is on the track. NO EXCEPTIONS. Failure to do so will be an inexcusable act, and the driver and pit crews will be removed from the pits.
4. Face shields must be of plastic mounted type. Plastic face shields of an approved type may be used. No glasses to be used in place of face shields. Face shields MUST BE WORN AT ALL TIMES WHEN THE CAR IS ON THE TRACK.
5. Neck brace/support mandatory. Must be fire retardant.

MUD FLAPS

1. Functional mud flaps must be 16” wide and 2” from the ground on both rear sides. Must extend at least to outside of bumper. Must be securely mounted to car, subject to tech approval.

SCREENS

1. Front windshield area must be covered with protective screen of ½ inch mesh (maximum) and of high quality construction.
2. Covering with inner tube or such material will NOT be allowed.

BATTERIES

1. If mounted in driver compartment, battery must be in spill-proof box and well secured. If mounted elsewhere, the battery must be well secured. No nylon or rubber straps. Must be metal straps or rods.
2. Covering with inner tube or such material is NOT be allowed.

GLASS AND MIRRORS

1. All glass must be removed from car, except gauges. NO MIRRORS. NO TAPING OVER. REMOVE IT.

2. All chrome trim, lights, ornaments and pot metal must be removed.
3. Head and tail light holes must be covered with metal.

NUMBER

1. All cars must be neatly painted with all numbers 2" wide and 11" high in contrasting colors, on both sides and a 24" high number on top of car, to be read from tower side. Drivers name shall be painted on the right side above the door.
2. Seat belts must be a five point harness of aircraft type and in good, safe, operational condition. The harness must include a shoulder harness with a single (1) quick release for shoulder harness and seat belt. The minimum width of seat belt and shoulder straps is three (3) inches. They must be securely mounted to the frame AND roll cage. Safety restraints must be worn at all times when the race car is on the track. All safety gear is subject to the approval of the Tech Committee.
3. All cars must carry a minimum 2.25 lb. dry chemical fire extinguisher or fire suppression system approved by the Tech Committee. The equipment must be within easy reach of the strapped-in driver. Extinguishers MUST BE ABC TYPE.
4. Battery kill switch, that shuts car off must be highly visible and accessible by driver and outside, and marked with a fluorescent color to cue safety personnel.
5. Racing seat mandatory, securely fastened to the frame AND roll cage. Must fit driver. Minimum clearance of 3" between driver with helmet and top of roll cage.

FUEL AND TANK

1. Fuel cell mandatory with a metal outer casing and foam inside the bladder.
2. Fuel cell shall be securely mounted behind rear axle in the trunk area as far forward as possible.
3. Fuel cell and the framework must be minimum of 10" off the ground at all times.
4. A steel framework welded to the frame rails must be used to mount the fuel cell. The framework must be fabricated from a minimum of 1" x 1" x .083 square tubing.
5. Two straps longwise and two crosswise across the top of the fuel cell. The material for these straps must be a minimum of 1" x 1" x .083" square tubing or 1/2" x 1/8" steel strapping.
6. Fuel cells must be bolted or welded to the framework.
7. A fuel cell protector bar made from a minimum of 1 3/4" x .095" steel tubing is required. The fuel cell protector bar must attach to the frame rails and extend down below the fuel cell with a cent bar that attaches to the rear frame cross member.
8. Fuel lines must be enclosed in a protected conduit (steel tubing) if run through the driver's

compartment.

9. Electric fuel pumps must have an oil pressure cut-off switch.
10. Only OEM type mechanically driven fuel pumps allowed. Fuel pump must mount in stock location.
11. Glass fuel filters are NOT permitted.
12. Pull back strap or pull back bar on the gas pedal or throttle linkage to pull back throttle is required.
13. Pump gasoline or racing fuel allowed. No methanol fuel allowed.

ROLL CAGE

1. All cages must be constructed with a minimum .1020 round steel tubing 1 $\frac{3}{4}$ OD, .095 wall 1 $\frac{1}{4}$ OD, .125 wall thickness. Must have minimum clearance of 3" between drivers with helmet and roll cage top.
2. Roll cages will consist of four uprights with gussets-2 in front and 2 behind the driver, boxed in at the top, rear uprights to be "X'd". Three sissy bars on the left side and two sissy bars on the right side. Either front or rear uprights must be braced 2/3 the height of the cage. Cage must be welded or bolted securely to the frame. ALL WELDS IN MAIN CAGE MUST BE GUSSETED. Cars with unibodies must be reinforced in rocker panel area.
3. A $\frac{1}{4}$ inch inspection hole to be drilled in the main cage.
4. Padding required around the driver.
5. Roll cage must have 1 $\frac{1}{4}$ " bar in center of cage in windshield opening.

BRAKES

1. All cars will be equipped with a minimum of three working brakes which result in four skidding tires.
2. Brake lights are optional.

SCATTER SHIELDS

1. Any NHRA or NASCAR approved explosion-proof bell-housing mandatory.
2. Must have a scatter shield of 1/8 inch steel plate. Scatter shield will cover a minimum of 180 degrees of the top of the bell housing, and be securely fastened to frame or engine.
3. All open drivelines will have a metal strap 1 inch wide cable or chain 12" of rear of transmission. Drivelines must be painted white.

PIT RULES

1. Every person entering the pits will purchase a pit pass at the gate. Admission will be \$10.00 for paid members of the Eagle Track Racing Association, and \$12.00 for non-members. Any car with a person in the pits without a pit pass will result in a loss of 10 points for the day.
2. It shall be illegal for anyone (including officials, tow truck operators, ambulance personnel or firemen) to be in the pits (or on the track) without signing a release form.
3. Each race car will be allowed a maximum of five (5) people in the pits – the driver and four (4) support people. All people associated with the car will be registered at the gate. No other people will be allowed in the pits, other the officials.
4. Only one (1) support vehicle (car, pickup, or trailer) will be allowed in the pits. Car owners are responsible for their pit area (trash, used parts, tires, etc.) Please help keep the pits clean.
5. No one under the age of fourteen (14) will be allowed in the pits.
6. Pit speed shall not exceed five (5) MPH for any race car or support vehicle. Violators will be punished....loss of lap, or placed at the back of the pack.
7. Violators can and will be expelled from the pits for the remainder of the race day excessive speed violations.
8. Any car with visible damage must be re-checked by tech personnel or the Pit Boss before re-entering the race.

FLAG RULES

IGNORANCE OF THE RULES IS NO EXCUSE!!!!!!!!!!!!!!

Any driver who does not obey flag rules will be subject to disqualification and fines.

FLAGS AND THEIR MEANINGS ARE AS FOLLOWS.

GREEN-----START

RED AND YELLOW-----COMPLETE RESTART

WHITE-----ONE LAP REMAINS

CHECKERED-----FINISH

YELLOW-----CAUTION-PROCEED SAFELY

BLUE AND YELLOW----- MECHANICAL (LOOSE PARTS, ETC) GO TO THE PITS

RED-----DANGER-STOP SAFELY

BLACK (furled) -----WARNING

BLACK-----LEAVE TRACK

GREEN FLAG

Start or restart of the race. Passing will not be allowed until the green flag has been displayed.
PENALTY FOR VIOLATION: VIOLATORS WILL BE BLACK FLAGGED.

RED AND YELLOW FLAG

Complete restart of race at flagman's discretion. Line up in original starting positions.

YELLOW FLAG

Caution. Restart position will be based on each car's position on the last lap completed before the yellow flag was displayed. Car or car's causing the flag will start at the back of the pack at flagman's discretion. Laps under the yellow flag will not be counted. No member of any pit crew will be allowed onto the race course to contact any car or driver while the yellow flag is being displayed. VIOLATION WILL MEAN LOSS OF ONE LAP AND/OR A \$25.00 FINE FOR THAT CAR. Any car that enters the pits for any reason while the yellow flag is being displayed must restart at the back of the pack.

RED FLAG

Reduce speed immediately and come to a cautious stop on the edge of the track. ANY CAR THAT PASSES A RED FLAG AND CONTINUES AT RACING SPEED WILL BE DISQUALIFIED OR MOVED TO THE BACK OF THE PACK AT FLAGMAN'S DISCRETION. Restart position will be based on each car's position on the last COMPLETED lap before the red flag was displayed. CAR OR CARS CAUSING THE RED FLAG OR WRECK WILL BE RESTARTED AT THE BACK OF THE PACK AT THE FLAGMAN'S DISCRETION. One member of each pit crew may go onto the track while the red flag is being displayed for the purpose of WATER ONLY. The pit member must enter track from the exit road. Any car entering pits during red flag will automatically be one lap down.

WARNING FLAG (A FURLED BLACK FLAG)

Watch out. You are doing something for which you could be disqualified. (black flag curled) On receiving second warning flag, you will automatically lose one lap. If infraction continues you will be disqualified.

BLACK FLAG

Disqualification!!!!!!! Go to the pits immediately. Failure to obey the black flag will result in an automatic disqualification in the rest of the day's race meet, fine, and/or suspension. Deliberate wrecking; foul driving; unnecessary bumping; crowding; or chopping, or if in the judgment of the flagman; the car is unsafe in any way, driving or otherwise, to that car or to others on the track shall constitute a black flag.

WHITE FLAG

Start of last lap

CHECKERED FLAG

End of the race

SPECIAL FLAGS

Special flags may be used at the discretion of the flagman, but they must be fully explained to all contestants before the races start.

All FLAGS WILL BE FINAL!! Do not argue with the flagman: his decision is final at that time.

NO PERSON IS PERMITTED TO APPROACH THE TIMERS, LAP COUNTERS, FLAGMAN, OR ANNOUNCERS STAND AT ANY TIME.

SPIRIT OF THE RULES: It would be impossible for these or any rules to cover all the possibilities at a race track. Please keep a sense of humor and treat the other drivers and officials with respect, and you will be given enough leeway to have a great time.

ENJOY THE RACING SEASON!!

CLASSES OF CARS

There will be four classes of cars at the Eagle Track:

- A. Modifieds
- B. Super Stock
- C. Fever Four

TIME TRIALS (TIME-IN's)

1. Time trials are eliminated. The order of racing events are: Heats, Trophy Dashes, then Mains
2. Drivers will draw numbers or roll a die to determine line up order for the Heats.
3. The first three laps of a heat may be designated as Hot Laps. The number of cars on the track is at the discretion of the Pit Boss and the Flagger. Typically, four cars from a heat will be sent out for hot laps. The cars will exit the track, make minor adjustments, as necessary, and, return to line up for the Heat. The idea is to allow for a tire change and perhaps adjust tire pressures. It is Not for Maintenance.

RACES

1. It will take four (4) cars to constitute a race. The parade lap will be a double row tight formation. Speed on the parade lap will not exceed an estimated 35 mph. If any car gets out of formation, or passes prior to the green flag, that car will be placed at the back of the pack on the restart. When the flagman starts the race by displaying the green flag the entire track is under racing green. A decision made by the flagman to restart and/or place a car at the back is final and cannot be appealed.
2. HEATS—We run eight (8) lap heats. The maximum number of entrants per heat is eight. If there are more than eight entrants, we run an A heat and a B heat. The first two finishers in each heat run the Trophy Dash. More heats will be added as necessary to comply with the eight entrant maximum per heat. Dash elimination rounds may be required if there are more than 24 entrants.
3. TROPHY DASHES— The four top finishers in each class will race in the trophy dashes. Dashes are five (5) laps. The fastest cars are in front. Remember, one dash per class.
4. MAINS—There will be a main race for each class running that day. Mains will be 25 laps (this number can be reduced for Safety). Fastest cars are in front. NO POINTS will be given for any “open competition” race. 50 lap races will be stopped after 25 laps, or at the discretion of the Flag Man to water the track. Cars will line up in order in the staging area during this stop. One (1) pit person may bring water only to the car. NO GAS OR WRENCHES.
5. POWDER PUFF—There may be a Powder puff race if there are four (4) racers. Races will be (10) laps, with a \$5.00 entry fee.
6. MECHANICS—There may be a Mechanics race if there are four (4) racers. Races will be (10) laps, with a \$5.00 entry fee.

RESTARTS: All restarts will be double file. All cars must stay nose to tail, until the Green Flag is displayed.

LINE UPS: Racing Start Positions will be determined by the results from the Heats. Fastest cars will be placed in the front for all races except the Heats. Heat line ups are determined by a random system. For example, drawing a number, or roll of a die. Late comers are in the back. Rookies will be identified by a ribbon and may be placed in the back, depending on the decision of the Flagger and the Rookie.

POINTS: Only members can earn points. Points are awarded by finishing placement of members. For example, if a member finishes third and behind two non- members; that member racer will earn first place points (toward the season championship) and third place payout.

Heats-----20-18-16-14-11-10-9-8

Trophy Dashes---10-9-8-7

Mains-----25-21-19-16-13-10-9-8-7-6-5-4-3-2-1

Powder Puff-----15-10-7-5-3-1-1

There will be season champion in each class based on total points earned. All member cars will receive points in any race if they complete at least one (1) lap. Position will be determined by the most laps completed when multiple cars DNF. Passing points have been eliminated.

PURSE: FEVER FOUR, SUPERSTOCK, and MODIFIEDS- Purse will be determined by the number of paid entrants in accordance with the payout plan approved on 14 JUN 2015. Any non-member winning prize money will have the first \$40 deducted and a membership card will be issued with a “next day’s” date. Once a member, that driver will begin to accrue points towards the season championship.

PROTESTS

1. NO ONE OTHER THAN A DRIVER IN THE SAME EVENT, IN THE SAME CLASS, AND IN GOOD STANDING, MAY APPEAL, OR PROTEST, to the Pit Boss, the eligibility of another car. The Pit Boss will confer with the President, the Flagger, and Board Members present to determine the appeal or protest. The President decides the final outcome.
2. Protests and appeals are to be taken to the Pit Boss ONLY. Do not harass the flagman, timer or any other official working the race. There will be a \$100.00 fine for harassment if interfering with the duties of the officials, action will be taken to remove the harassment from the pits for the remainder of the race day.
3. Protests and appeals must be made in writing and must include a \$250.00 tear down fee. If the car is found legal the fee shall go to that car. If the car is found illegal the track keeps the fee.
4. No drivers, owners or pit crew members are allowed in the Yak shack to protest a race. Anyone harassing those track officials will be docked one (1) lap in all races that day.
5. All protests and appeals must be made within fifteen (15) minutes after the last race.
6. Once a protest has been made to the Pit Boss, and the written protest and protest fees are in his hands, it will not be dropped or retracted.
7. NO SAFETY RELATED RULINGS can be protested or appealed.
8. The Tech/Safety Committee will inspect questioned car and render a decision.
9. Failure to comply with the rules or to produce a car for inspection at the end of the race day will automatically call for forfeiture of all prize money involved in that race day, plus all accumulated points for the season.
10. In the event of a tear down, only the Tech Committee, one (1) car owner and one (1) car driver of

the car in question, and one (1) protester will be allowed to attend. NO EXCEPTIONS! Tear downs must be done immediately following the last race of the day.

11. No prize money will be paid to the car being protested until it has been proven that the protested car is in compliance with these rules.
12. Any visible violation should be brought to the attention of the Tech Committee. No written protest or fee is required if the inspection does not require a tear down.
13. Banned for Season: At the discretion of the Board, any driver may be banned for a season or multiple seasons for hazardous driving behavior. Such a ban requires a majority vote by the board to ban a driver. Board members will consider the **driver's experience** in addition to the **driver's behavior** behind the wheel. This is not a scored event. One serious infraction could warrant a banishment. The Board has full discretion.

II FEVER FOUR

GENERAL RULES MUST BE FOLLOWED AS WELL

1. Any four passenger, sedan type car –foreign or domestic. Originally equipped four cylinder engines. All cars shall be brightly painted and maintained in a neat manner. Primer is not acceptable as paint. Dents are to be kept to a minimum. Car numbers must be neat, painted in a contrasting color and to be 24 inches tall on the roof and 12 inches tall on both doors. NO MIRRORS.
2. Any four cylinder engine (2600 max.) GM to GM, Ford to Ford, Etc. No rotary or rear engines. Stock O.E.M valve size, stock crank. After market or reground camshaft optional. Must use O.E.M. type lifters and or lash adjusters (hydraulic to hydraulic, solid to solid). No “Stroker” motors.
3. Any stock transmission, three, four, or five speed and automatic. Clutch plate and flywheel assembly will be stock GM to GM, Ford to Ford, etc. All cars must have a scatter shield, safety blanket or reinforced floor over the flywheel and bell housing. Reinforced belt material is acceptable 3/8” minimum thickness. As approved by Tech Committee.
4. Heads will be stock, with stock lifters and or lash adjusters. After market cam gear optional. No porting, polishing, or grinding of intake or exhaust ports or combustion chambers. No gasket matching of ports. Headers are optional.
5. Stock carburetor O.E.M. intake manifolds. No aftermarket intake manifolds:
 - a. Carburetor adapters and or space 2 inch maximum.
 - b. Carburetor not to exceed one two barrel, 500C.F.M maximum. Choke horn is optional

- c. Air cleaner mandatory
 - d. No side drafts, blowers, injectors, nitrous, or turbo.
 - e. All cars with electric fuel pumps must have an oil pressure safety switch to shut off the fuel pump when there is no oil pressure.
 - f. Engines that did not come with a carburetor can have the O.E.M. manifold modified to fit a carburetor.
 - g. Pump gas or racing gas only, no exotic fuel such as nitro or methanol.
6. Any coil type battery O.E.M. or MSD ignition only. No magnetos.
 7. Any rear end in any car.
 - a. Must be located in stock position.
 - b. Must use stock mounts, and stock shocks
 - c. No quick-change, Detroit lockers or floaters. Locked rear ends optional
 8. Caster and camber must be within 2 inches of neutral. Torching or cutting of springs, stock or after market, use of lowering blocks optional. Stock suspension, coil to coil, leaf to leaf, torsion bar to torsion bar. Strut stabilizer is optional. All cars shall have accessible tow hooks front and rear. No weight jacks.
 9. Radiator must be in stock location. You may install radiator protector may be 12 foot in total length and no larger than 1¼ inch O.D. standard pipe or tubing. Braces to be attached to frame forward of upper A-frame and not forward of bumper.
 10. Bumpers must be stock-type, front and rear in stock location, 2 inch metal straps to be bolted to body. After market plastic bumper covers optional.
 11. Racing tires, recaps or street, D.O.T. type tires:
 - A. Hand grooving allowed.
 - B. Tire to be 8 inch wide maximum tread width.
 - C. No cords showing
 - D. Steel or aluminum wheels
 - E. No wheel spacers
 - F. No mud, snow, or traction grip tires
 12. Roll cage will be made of a minimum 1 1/2" and .095 wall round steel pipe bar tubing with good,

neat welds and gussets.

13. Minimum weight of car shall be 1 pound per motor cc, with driver in car and full of fluids. For example: a 2300 cc motor means car shall weigh 2300 pounds. Any added weight must be welded or bolted in and pass tech inspection.

14. SAFETY RULES WILL BE STRICTLY ENFORCED. NO GRACE ALLOWED.

III SUPER STOCK

ALL GENERAL RULES MUST BE FOLLOWED

BODY

1. Any 1960 and newer American made rear wheel drive passenger car allowed. NO front wheel drive, No convertibles, pickups, station wagons, sports models permitted. Minimum weight 3000 lbs, with driver. Aftermarket STEEL body components allowed. After market noses and tail sections allowed. Homemade doors may be used but must be built from no less than 20 gauge sheet metal. Back trunk spoilers not higher than 6". Firewall may be removed but a firewall must be secure between engine compartment and driver, and between fuel cell and driver. Must be metal or other fire proof material. Inner front and rear fender walls may be removed. All trunk area floor may be removed. Doors must be welded or bolted securely shut. Hoods will run at all times except when damaged. All glass must be removed. Side rails on body permitted with 1¼" O.D. maximum diameter and must be within 1¼" of body panel

FRAMES

1. STEEL FRAME ONLY. Unibody frames may be connected at each end with minimum 2" x 3" .120 wall tubing.

SUSPENSION

1. O.E.M. STEEL leaf springs, torsion bars, and coil springs ONLY. Tubular upper A-arms allowed. Mounting and location must remain stock on frame. Weight Jack bolts and adjustable shackles permitted. NO coil over shocks, coil over eliminators, air shocks. Steering Box must be in stock location and maybe quickened. Any steel shock mounted in any position permitted. Sway bars/pan hard bars allowed. Three link rear ends allowed. Any rated spring may be used. 100 inch minimum wheel base on each side.

TRANSMISSION

1. Any O.E.M. production transmission with at least one forward and reverse gear. Automatic transmissions allowed. Approved steel scatter shield/ bell housing or blanket mandatory.

Aluminum Fly Wheel allowed.

FUEL

1. Pump or racing gas only. NO methanol, nitrous oxide, nitro methane permitted. Any fuel lines in driver's compartment must be fully enclosed in metal.

ENGINES

1. No CID limit. Block must be standard cast iron production. The engine may be set back, but no further than the #1 spark plug aligned with the lower ball joint.
2. Stroker motors allowed.
3. Dome pistons optional.
4. Any rod but no aluminum.
5. Any single 2 or 4 barrel carburetor allowed up to 650 CFM. Four barrel adapters allowed. No Predators, Demons, etc.
6. Stock or aftermarket cast iron heads allowed. Porting, grinding, or polishing of intake exhaust or combustion chambers allowed. No aluminum heads allowed.
7. After market aluminum intake manifolds permitted.
8. Flat tappet cams only; either solid or hydraulic.
9. Guide plates and roller rockers allowed.
10. Crankshaft must be standard steel or cast iron production type. Aftermarket crankshafts allowed.

IGNITIONS

1. Must be wired to the main switch and be within driver's reach.
2. After market ignitions allowed. NO magnetos or crank trigger ignitions.
3. Main switch must be marked with a fluorescent color to cue safety personnel.

WHEELS AND TIRES

1. Wheels must be steel only, not to exceed twelve (12) inches in width.
2. Steel racing wheels without steel bead locks are optional. No split rims. Rims can be reversed or

deep dish. Stock wheels must be reinforced.

3. NO DUELS ALLOWED. .
4. Racing tires or DOT approved highway tires. Siping and grooving is optional. Tread width will be a min. 8” and not exceed 11” in width.
5. NO MUD, SNOW OR TRACTION TIRES.
6. 5/8” STUDS MANDATORY. No wheel spacers.

IV MODIFIEDS

GENERAL RULES MUST BE FOLLOWED AS WELL

IMCA: Starting in 2016 Modified Race Cars may choose to follow IMCA Rules or WISSOTA Rules, as found on line (Except mirrors must be removed. No taping over). Or, they may follow the Eagle Track Rules listed below. Choose one of the three options.

FIRE WALLS

1. Must be secure firewall between engine compartment and driver, and between fuel cell and driver. Must be metal or other fireproof materials.

BODIES and FRAME

1. Minimum weight for ALL Modifieds 2650 lbs, including all liquids and driver.
2. Bodies may be coup or sedan, after market modified styles and optional, stock appearing. Must have a top over roll cage. Bodies should have no more than eight (8) inches of lift from front to rear.
3. NO pick-ups. Model T’s and model A’s are allowed.
4. No mirrors allowed
5. No front fenders allowed.
6. Frame may be any type. Any tube frame must be two (2) inch by three (3) inch – 120 walls minimums.
7. Eight (8) inch spoiler allowed, Wing spoilers and airfoils are not allowed.

SUSPENSION

1. Front type suspension may be (not to exceed a $\frac{3}{4}$ ton up) straight axle or A-frame type. Commercial or power steering can be used on all cars. All cars must be two-wheel drive, driven by rear wheels only.
2. Any front suspension. After market upper and lower A-arms are ok.
3. Torsion bars are allowed.
4. Rear suspension must be solid one piece axle housing with leaf or coil springs. Functioning in stock manner. May be lightened or beefed but must support weight of car.
5. Any weight jack may be added.
6. Differential must not exceed a $\frac{3}{4}$ ton pick-up size.
7. All stock rear ends must have axle-bearing retainers spot-welded.
8. Quick-change rear end optional. No gear change after time-ins, unless approved by tech committee.
9. Rear end width measures center of tire to center, minimum of 60 inches.
10. No torque tube drive shafts allowed.
11. Any torque arm or third link optional.
12. Coil over shock allowed.

NERF BARS

1. Nerf bars MUST BE on front and rear of car, must have no sharp or protruding edges beyond frame. All must be $1\frac{1}{4}$ inch, .095 wall minimum.
2. Front nerf bar (bumper) must not exceed past frame width. Nerf bars must be rounded, smooth bent. A minimum of 10 inches tall and 14 inches from the ground and $\frac{3}{4}$ the tire width in the back.
3. Nerf bars on side of the car are required and must be $1\frac{1}{4}$ inch OD minimum extend $10\frac{3}{4}$ of the outside of tires, not to exceed 1 inch past tire width. Subject to tech committee approval.

TRANSMISSION and CLUTCH

1. Any stock or aftermarket type transmission may be used.
2. Must have working reverse and neutral gears.

3. No in and out boxes.
4. Oil coolers may be added but must be below window line, shielded from driver and opponents, not in the back window, Must pass tech committee inspection.
5. Clutches and torque converters are open.
6. Must run a flywheel, aluminum or steel.

ENGINES

1. Super traps on exhaust are allowed.
2. Engines must remain upright and in center of frame.
3. Engines set back no further than 17 inches behind centerline of kingpin, as measured from the number one (1) spark plug hole center to lower ball joint center.
4. All engines must be radiator type cooling. Oil or additional coolers may be added but must not be in driver's compartment.
5. All engines must have a working starter.
6. Electrical fuel pumps are allowed but must have an oil pressure shut off switch.

ENGINES V-8 MAXIMUM 361 CID PER ENGINE SERIAL NUMBER AMERICAN ONLY

1. Any single 2 or 4 BBL 750 cfm max. Carburetor must be used, Holly, Carter, Rochester or Motor craft. Choke horn optional. Demon Carb allowed up to 750. NO Predator allowed.
2. Any single 2 or 4 barrel cast iron or aluminum intake may be used. An adapter may be used, 2 inch max.
3. Engine must be naturally aspirated. NO INJECTORS, BLOWERS, TURBOS OR NITROUS OXIDE SYSTEMS.
4. Headers are legal, but must pass tech committee.
5. After market ignitions allowed. NO magnetos or crank trigger ignitions.
6. Flat tappet cams only. Roller rockers optional. No roller cams. Any size cam.
 7. No 400 blocks. Any steel rods. Any aftermarket cranks.
8. Engines block heads and internal parts to be factory replacement type. NO ALUMINUM HEADS, BLOCKS OR RODS. Any pistons may be used or cast iron heads.

9. Stock OEM heads or aftermarket heads can be ported and polished.

10. Gear drives optional.

ENGINES 4, 6 V-6 FOR MODIFIEDS

1. Any 4 or 6 cylinder American made may be used.
2. No CID limit. No Stroker motors allowed
3. Any intake and exhaust systems may be used. Must be naturally aspirated. No injectors, blowers, turbo or nitrous oxide systems
4. Any single maximum 750 CFM, 2 or 4 barrel may be used.
5. After market ignitions Allowed. NO magnetos or crank trigger ignitions.
6. Any pistons and valves may be used.
7. V-6 must have cast iron heads and blocks, any intake and solid lifter cam.
8. Stock OEM heads or aftermarket heads can be ported and polished.

FUEL

1. Fuel cell mandatory with metal outer casing, and foam inside the bladder. Tank must be secured by 2 or more 1/8 inch steel straps or bolted.
2. Racing fuel, trick fuel allowed. NO ALCOHOL OR NITROUS.

WHEELS AND TIRES

1. Wheels must be steel only, not to exceed twelve (12) inches in width.
2. Stock wheels must have centers reinforced with half inch steel plate, or extra heavy duty type.
3. NO DUELS ALLOWED
4. Minimum of 100" wheel base on both sides.
5. Racing tires, or DOT approved highway tires. Siping and grooving is optional. Tread width will be a min. 8" and not exceed 11" in width.
6. NO MUD, SNOW OR TRACTION TIRES.
7. 5/8" STUDS MANDATORY. No wheel spacers.

