

EASTBOUND SPEEDWAY – AVONDALE, NL

SPORTSMAN DIVISION RULES – 2025 ****published May 2025**

Eastbound Speedway reserves the right to update, modify, add, or delete rules at any time in the interest of providing parity to all competitors. No equipment shall be considered as having been approved by reason of having passed through inspection unobserved. The technical director shall determine as to whether any type of construction, design, or interpretation of any rule shall be accepted.

Additional requirements may be made via official entry registration, technical bulletin, or meeting announcement, which automatically amends specifications within. All changes will be posted. Consequences for not following all technical specifications as listed below will be at the discretion of the race officials. Infraction of rules pertaining to engines, chassis design, and safety considerations may result in disqualification and possibly from future events, at the discretion of track officials.

NOTE: SECTION NUMBERS THAT ARE IN BOLD AND UNDERLINED ARE NEW OR MODIFIED FOR 2025.

1. **CAR MODELS**

- 1.1 NORTH AMERICAN REAR WHEEL DRIVE CARS WITH FRONT ENGINES AND FULL FRAMES (EXCLUDING MOPAR) ALLOWED.
- 1.2** NO MUSTANGS, BARRACUDAS, CHALLENGERS, OR SIMILARLY DESIGNED CARS ALLOWED. – **As per Chassis / Frame rules**
- 1.3 108” **MINIMUM** WHEELBASE (FACTORY SPECIFICATIONS) WITH NOT MORE THAN 1” DIFFERENCE (PLUS OR MINUS) FROM SIDE TO SIDE. **EXAMPLE: LEFT: 108”...RIGHT: 109” MAX.**
- 1.4 JOHNSON FRONT AND REAR CLIPS, MID SECTIONS AND CAGES ARE ALLOWED.
- 1.5 ANY METRIC CHASSIS, OR OEM AFTERMARKET 2X4 OR 2X3 FRONT CLIP ARE ALLOWED (SEE WEIGHT RULE).
- 1.6 MUST HAVE STOCK LOCATIONS FOR ALL BOLT ON PARTS AND CROSSMEMBERS.

1.7 PERIMETER CHASSIS ONLY, STRAIGHT RAIL CHASSIS NOT PERMITTED.

2. **ROLL CAGES**

2.1 MATERIAL TO BE USED MUST BE .090 (MINIMUM WALL) MILD STEEL TUBING. LOW CARBON MILD STEEL TUBING RECOMMENDED. OTHER MATERIALS ARE SUBJECT TO PRIOR APPROVAL.

2.2 NO IRON PIPE ALLOWED. NO BRAZING OR SOLDERING ALLOWED.

2.3 SUPPORTS MUST BE FRAME MOUNTED IN AT LEAST SIX (6) PLACES (FOUR UPRIGHT PIPES AND TWO BRACES TOWARDS THE REAR).

2.4 NO FRONT CAGE MOUNTS ALLOWED.

2.5 REAR CAGE MOUNTS MAY BE ON THE OUTSIDE OF FRAME ONLY, NOT BEYOND THE OUTSIDE EDGE OF THE FRAME.

2.6 ALL CARS ARE REQUIRED TO HAVE A 4-POINT OR MAIN STRUCTURE OF ROLL CAGE.

2.7 THE BOTTOM OF THE ROLL CAGE MUST REMAIN CENTRED ON THE DRIVE LINE PLUS OR MINUS 1.5”.

2.8 MINIMUM LENGTH OF LEFT SIDE DOOR BARS IS 42”.

2.9 MAIN CAGE STRUCTURE AND DOOR BARS MINIMUM 1.66” O.D.

2.10 TOTAL HEIGHT OF ROLL CAGE TO BE 39” (MINIMUM) FROM BOTTOM OF FRAME.

2.11 HALO TO BE NO LESS THAN 1” LOWER AT ANY POINT.

2.12 WIDTH OF HALO TO BE NO LESS THAN 32” OUTSIDE TO OUTSIDE OF TUBING.

2.13 DASH BAR REQUIRED, ALONG WITH AN X-TYPE MEMBER ACROSS AND BEHIND DRIVER.

2.14 RIGHT SIDE-BARS (INSTEAD OF DOOR BARS) MUST BE NO FURTHER IN TOWARD DRIVELINE THAN AN IMAGINARY LINE

CONNECTING THE FRONT CLIP TO THE REAR CLIP (AT KICK OUTS).

- 2.15 HALO MUST BE FURTHER BRACED TO RIGHT SIDEBARS. ONE PIECE OF TUBING MUST RUN DIAGONALLY OR PERPENDICULAR BETWEEN HALO IN TOP OF CAGE.
- 2.16 FOUR CURVED HORIZONTAL DOOR BARS ON DRIVER'S SIDE WITH MINIMUM OF EIGHT INCHES TO EDGE OF SEAT FROM INSIDE OF DOOR BARS REQUIRED.
- 2.17 DOOR BARS MUST BE TIED TOGETHER WITH VERTICAL BARS AND WELDED TO THE FRAME IN AT LEAST TWO ADDITIONAL PLACES.
- 2.18 MINIMUM HEIGHT OF DOOR BARS 22.5" FROM BOTTOM OF FRAME.
- 2.19 A SO-CALLED "PETTY BAR" MUST RUN FROM CENTRE OF CAGE (REAR) TO UPPER RIGHT FRONT HALO ON ANY HALOS OVER 40" WIDE.
- 2.20 CARS THAT DO NOT HAVE RIGHT SIDE DOOR BARS OUT TO THE BODY (66" PERIMETER CAGE) THERE MUST BE ONE BAR (1.50" O.D., .090 THICKNESS, MINIMUM) NOT LESS THAN THE LENGTH OF THE FRAME RAIL AND A MINIMUM OF 12" ABOVE THE FRAME, RUNNING FRONT TO REAR WITH A MINIMUM OF TWO HORIZONTAL BRACES, OFF THE RIGHT-SIDE BARS WITH A MINIMUM OF 66" OUTSIDE TO OUTSIDE FROM THE DRIVER'S SIDE DOOR BARS AND A MINIMUM OF TWO ADDITIONAL BRACES TYING THE MAIN BAR BACK INTO THE FRAME.
- 2.21 NO BRACE BARS FORWARD OF CAGE MAY BE HIGHER THAN STOCK HOOD HEIGHT.
- 2.22 A FORWARD BRACE OFF THE LEFT FRONT UPRIGHT FOR FOOT PROTECTION IS MANDATORY. A PIECE OF PLATE STEEL OF AT LEAST 1/16" THICKNESS SHOULD BE WELDED TO THE OUTSIDE OF THE DOOR AND FOOT BARS ON THE DRIVER'S SIDE.
- 2.23 ANY BRACING NOT ATTACHED TO ORIGINAL FRAME IS SUBJECT TO APPROVAL OF OFFICIALS

3. **ALUMINUM**

- 3.1 NO ALUMINIUM OR EXOTIC METAL WHEELS, HUBS, HATS, ROTORS, CALIPERS, "A" FRAMES, SPINDLES, OR ANY OTHER SUSPENSION OR REAR END PARTS ARE ALLOWED.
- 3.2 NO ALUMINIUM DRIVE SHAFTS, BRACKETS, FLYWHEELS, CYLINDER HEADS OR HARMONIC BALANCERS.
- 3.3 NO ALUMINUM POWER STEERING PUMP HOUSINGS. POWER STEERING PUMP PULLEY AND RESEVOIR CAN BE ALUMINUM.

4. **SEAT**

- 4.1 ALUMINIUM RACING SEATS ARE MANDATORY.
- 4.2 NO FIBREGLASS SEATS.
- 4.3 SEAT BOTTOM AND BACK MUST BE BOLTED TO FRAME AND CAGE.
- 4.4 SEAT BELTS SHOULD BE FASTENED TO THE ROLL CAGE AT SHOULDER HEIGHT. (FULL CONTAINMENT RECOMMENDED).
- 4.5 ON KIT-BODIED CARS, THE SEAT MUST BE POSITIONED SO THAT THE BACKREST IS NO MORE THAN 70% OF THE WHEELBASE (FACTORY SPECIFICATION) FROM THE FRONT SPINDLE (MEASURED FROM THE BACK OF THE BOTTOM OF SEAT).
- 4.6 BACK OF THE SEAT NEAR SHOULDER HEIGHT AREA TO CENTRE OF REAR HOUSING NO LESS THAN 25".
- 4.7 MINIMUM 8" REQUIRED BETWEEN DRIVER'S DOOR BARS AND SEAT.
- 4.8 THE BOTTOM OF THE SEAT AND ALL SEAT MOUNTS AND FRAMES MUST BE ABOVE THE BOTTOM OF THE FRAME.

5. **RADIATOR**

- 5.1 ONE RADIATOR ONLY AND IT MUST BE MOUNTED IN FRONT LOCATION.
- 5.2 NO REAR MOUNTED RADIATORS.

- 5.3 IF A MINIMUM FOUR BLADE STEEL FAN (THAT IS OPERATING AND HAS ALL BLADES FULL AND COMPLETE) IS USED, AN ADDITIONAL ELECTRIC FAN IS OKAY.
 - 5.4 NO ANTIFREEZE OR OTHER COOLING AGENTS PERMITTED. ***WATER ONLY.***
 - 5.5 RADIATOR OVERFLOW MUST EXIT WITHIN THE ENGINE COMPARTMENT (OVERFLOW CAN) OR ONTO THE RIGHT LOWER CORNER OF THE WINDSHIELD.
 - 5.6 HOOD MUST COVER RADIATOR WITHOUT MODIFICATION.
6. **IGNITION**
- 6.1 CAR MUST BE SELF-STARTING AND IGNITION “OFF” SWITCH MUST BE MOUNTED NEAR THE CENTERLINE OF THE CAR AND CLEARLY LABELLED “IGNITION OFF” IN SUCH A MANNER THAT THE ENGINE CAN BE TURNED OFF FROM EITHER SIDE OF THE CAR IN THE EVENT OF AN EMERGENCY.
 - 6.2 BATTERY OPERATED IGNITIONS ONLY. NO MAGS.
 - 6.3 CRATE ENGINES MUST RUN STOCK HEI TYPE DISTRIBUTOR, STOCK MODULE AND STOCK TYPE COIL
 - 6.3.1 NO ADDITIONAL WIRES OTHER THAN WHAT IS REQUIRED FOR THE 6ALN BOX OPERATION TO ANY DISTRIBUTOR OR COIL.
 - 6.4 ONLY STOCK SINGLE-POINT DISTRIBUTOR AND STOCK TYPE COIL ALLOWED. NO DUAL POINTS. NO EXTERNAL AMPLIFIERS.
 - 6.4.1 NO ADDITIONAL WIRES OTHER THAN WHAT IS REQUIRED FOR THE 6ALN BOX OPERATION TO ANY DISTRIBUTOR OR COIL.
 - 6.5 A ***6ALN*** MSD BOX IS **MANDATORY** FOR ALL SPORTSMAN CARS, ALL ENGINES, CRATE INCLUDED, **NO EXCEPTIONS** – ***WHILE NOT PERMITTED UNDER MARITIME SPORTSMAN RULES, THIS RULE WILL REMAIN IN EFFECT FOR 2025 AND BEYOND FOR EASTBOUND SPEEDWAY.***
 - 6.5.1 NO SPORTSMAN CAR WILL BE PERMITTED TO ENTER THE TRACK FOR PRACTICE, HEAT RACE OR FEATURE RACE WITHOUT THE **MANDATORY 6ALN** MSD BOX INSTALLED.
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- 6.5.2 BEFORE ENTERING THE TRACK FOR ANY PURPOSE, THE 6ALN BOX MUST BE CONFIRMED FOR PROPER OPERATION AND SEALED BY EASTBOUND SPEEDWAY TECH OFFICIALS.
- 6.6 MSD 6ALN MUST BE WIRED INTO THE SYSTEM WITH THE ORIGINAL PLUG SUPPLIED WITH THE UNIT.
 - 6.6.1 WIRING PLUG OR ANY MSD WIRING CANNOT BE COVERED, HIDDEN FROM VIEW OR COMBINED WITH ANY OTHER WIRING HARNESSSES.
 - 6.6.2 NO ADDITIONAL WIRES MAY BE WIRED TO OR FROM THE UNIT.
- 6.7 **MAX 5800RPM CHIP (PLUG IN STYLE).**
- 6.8 NO DIGITAL BOXES WITH DIAL CONTROLS OR EXTERNAL REV LIMITER SELECTOR SWITCHES ALLOWED.
- 6.9 ONLY ONE MSD BOX PERMITTED.
- 6.10 MSD BOXES MUST BE MOUNTED ***OUT OF THE DRIVER'S REACH*** WHILE BELTED IN.

7. ENGINE MISC.

- 7.1 INSTRUMENTS – OIL PRESSURE AND HEAT GAUGES MANDATORY.
- 7.2 NO ELECTRIC OR BELT DRIVEN TYPE FUEL PUMPS.
- 7.3 OEM OIL PUMP ONLY.
- 7.4 NO DRY SUMPS.
- 7.5 OIL FILTER IS TO BE INSTALLED IN THE ORIGINAL POSITION ON THE ENGINE. REMOUNTED OIL FILTERS **MAY** BE CONSIDERED BUT TYPE AND LOCATION **MUST** BE APPROVED BY AN EASTBOUND TECH OFFICIAL BEFORE INSTALLATION.
- 7.6 NO AFTERMARKET OR PERFORMANCE TYP EVAC SYSTEMS.
- 7.7 NO ELECTRIC OR BELT DRIVEN VACUUM PUMPS.

8. STARTER/BATTERY

- 8.1 BATTERY MUST BE ANCHORED SECURELY AND SEPARATED FROM DRIVER'S COMPARTMENT BY A FIREWALL.

- 8.2 ONE 12 VOLT BATTERY ONLY.
- 8.3 BATTERY DISCONNECT SWITCH IS MANDATORY AND MUST BE CLEARLY MARKED AND ACCESSIBLE TO SAFETY CREW.
- 8.4 STARTER MUST BE IN STOCK POSITION, OEM DESIGN AND FUNCTIONAL.

9. ENGINE LOCATION

- 9.1 ALL MOTORS MUST BE CENTERED BETWEEN FRAME RAILS. THE DISTANCE FROM THE BACK OF THE BLOCK TO THE CENTER OF THE REAR AXLE HOUSING CANNOT BE LESS THAN 84% OF THE WHEELBASE. MAXIMUM 2" SETBACK BEYOND 84% ALLOWED ON FORD AND MOPAR, EXCEPT MOPAR WITH G.M. CHASSIS. MINIMUM CRANKSHAFT HEIGHT WILL BE THE FRAME HEIGHT PLUS SEVEN INCHES.

10. STEERING & SUSPENSION

- 10.1 ALL COIL SPRINGS MUST BE AT LEAST 4 1/2 INCHES OUTSIDE DIAMETER.
- 10.2 REAR COIL SPRING POCKETS CAN BE REINFORCED OR EXTENDED TO ALLOW FOR A LONGER SPRING.
- 10.3 NO COILOVERS ALLOWED.
- 10.4 JACKING BOLTS ARE ALLOWED.
- 10.5 ANY SWAY BAR MUST BE FACTORY STOCK OEM.
- 10.6 FRONT SWAY BAR MAY HAVE ADJUSTABLE LINKS.
- 10.7 STOCK FRONT CROSS MEMBER MUST REMAIN WITH THE FOLLOWING ALTERATIONS (ALL NOTCHES MUST BE BOXED IN).
- 10.8 NO RACK AND PINION STEERING – CONVENTIONAL STEERING ONLY.
- 10.9 STEERING COLUMN MUST HAVE A COLLAPSIBLE LINK AND PADDED STEERING WHEEL.
- 10.10 NO EXCESSIVE LIGHTENING OR DRILLING. FRONT AND REAR SUSPENSION AND STEERING COMPONENTS MUST BE UNCUT AND OEM FOR THAT FRAME.
- 10.11 NO FABRICATED SPINDLES. SPINDLE SAVERS ARE ALLOWED.

- 10.12 BOTTOM 'A' FRAMES CANNOT BE ALTERED DRILLED OR MOVED AND MUST BE STOCK OEM FOR FRAME USED.
- 10.13 STOCK UPPER 'A' FRAMES MAY BE HULLED FOR SCREW JACK CLEARANCE ONLY.
- 10.14 METRIC CHASSIS MAY USE EITHER A 0.5" OEM OFFSET SHAFT OR A MAXIMUM 3.25" OEM BOLT (GRADE 8 BOLT OR BETTER WITH OEM THREAD) ON UPPER "A" FRAMES ONLY.
- 10.15 STEEL BUSHINGS ARE ALLOWED IN STOCK UPPER "A" FRAMES. NO REINFORCING. NO CUTTING, NOTCHING AND/OR RE-WELDING OF CONTROL ARM SIDES.
- 10.16 HEIM END JOINTS NOT BE PERMITTED (EXCEPT FOR FORD - SEE 10.17).
- 10.17 OUTER HEIMS WILL BE ALLOWED ON FORD FRAMES ONLY FOR THE PURPOSE OF BUMP STEER ADJUSTMENT.
- 10.18 ALL SUSPENSION AND STEERING COMPONENTS MUST BE STOCK **LENGTH** AND MOUNTED IN STOCK **LOCATION** UNLESS OTHERWISE INDICATED (E. G. SHOCK MOUNTS MAY BE MOVED).
- 10.19 LEFT FRONT WHEEL MAXIMUM CAMBER MAY BE 4.0 DEGREES POSITIVE OR NEGATIVE (**NO TOLERANCE**)
- 10.20 RIGHT FRONT WHEEL MAXIMUM CAMBER MAY BE 6.0 DEGREES POSITIVE OR NEGATIVE (**NO TOLERANCE**)
- 10.21 BUSHINGS: ALL SUSPENSION BUSHINGS WILL BE RUBBER, STEEL OR NEOPRENE ONLY.
- 10.22 STEERING BOX MUST BE OEM AND MUST MATCH FRAME AND BE MOUNTED IN ORIGINAL HOLES. NO FABRICATED OR AFTERMARKET STEERING COMPONENTS, OTHER THAN OFFSET SHAFT.
- 10.23 STOCK OEM POWER STEERING MUST REMAIN AND BE OPERATING.
- 10.24 NO ALUMINUM POWER STEERING PUMP HOUSINGS. POWER STEERING PUMP PULLEY AND RESEVOIR CAN BE ALUMINUM.

11. SHOCKS

- 11.1 ONE STEEL BODY SHOCK PER WHEEL ONLY FOR A TOTAL OF FOUR SHOCKS PER CAR.
- 11.2 **AFCO SHOCKS ONLY WITH THE FOLLOWING NUMBERS: 1078, 1275FB, 1276B, 1277FB, 1278FB, 1475FB, 1476FB, 1477FB AND 1478FB. NUMBERS MUST BE READBALE.**
- 11.3 NO RESERVOIR TYPE SHOCKS.
- 11.4 1400FB SERIES SHOCKS PERMITTED WITHOUT COILOVER FUNCTION.
- 11.5 NO CUTTING, GRINDING, WELDING OR SHORTENING OF SHOCKS ALLOWED.
- 11.6 NO HEIM JOINTS OR ADJUSTABLE ENDS ON ANY SHOCK.
- 11.7 ID NUMBERS AND MANUFACTURER MUST BE READABLE AND TRACKABLE.
- 11.8 NO FIVE-DIGIT (SPLIT VALVE) SHOCKS ALLOWED.
- 11.9 NO REMOTE OR RE-BUILDABLE SHOCKS.
- 11.10 MAXIMUM \$150.00 PER SHOCK.
- 12.11 NO BUMPSTOPS OR PACKERS OF ANY KIND.

12. FRAMES

- 12.1 FRAMES CAN BE FABRICATED TO ACCOMMODATE OEM OR AFTERMARKET CLIPS.
- 12.2 108" **MINIMUM** WHEELBASE (FACTORY SPECIFICATIONS) WITH NOT MORE THAN 1" DIFFERENCE (PLUS OR MINUS) FROM SIDE TO SIDE. **EXAMPLE: LEFT: 108"...RIGHT: 109" MAX.**
- 12.3 AFTER MARKET UPPER CONTROL ARMS ALLOWED BUT MUST USE STOCK (OEM) BALL JOINTS.
- 12.4 FOUR-LINK REAR SUSPENSION CONFIGURATIONS ONLY.

- 12.5 **REAR TRAILING ARMS** MUST BE OEM DESIGN AND DIMENSION AND REMAIN IN STOCK POSITION ON FRAME. ANY SWAY BAR MUST BE FACTORY STOCK OEM. JACKING BOLTS ARE ALLOWED.
- 12.6 ALL COIL SPRINGS MUST BE AT LEAST 4 1/2 INCHES OUTSIDE DIAMETER.
- 12.7 REAR COIL SPRING POCKETS CAN BE REINFORCED OR EXTENDED TO ALLOW FOR A LONGER SPRING.
- 12.8 SUSPENSION AND RUNNING GEAR MUST BE STOCK OEM FOR THE YEAR AND MAKE OF CHASSIS. POLICE CARS, TAXIS, ETC. **MUST CONFORM TO REGULAR PASSENGER CAR SPECIFICATIONS.** THIS INCLUDES ROTORS, BRAKES, SPINDLES, CONTROL ARMS, TRAILING ARMS, STEERING COMPONENTS, ETC., UNLESS OTHERWISE SPECIFIED.
- 12.9 NO COIL-OVER SHOCKS ALLOWED.
- 12.10 SOLID ONE-PIECE BARS ONLY.
- 12.11 UPPER TRAILING ARMS MAY BE PURCHASED FROM ANY CERTIFIED FABRICATION SHOP AS LONG AS THEY MEET OEM DIMENSIONS AND SPECIFICATIONS.
- 12.12 STOCK REAR FRAME ARCH (KICK-UP) MUST REMAIN AND MAINTAIN ITS ORIGINAL ARCH, MOUNTS AND PICK-UP POINTS. (I.E. NO UNDERSLUNG CHASSIS).
- 12.13 STOCK REAR CROSS MEMBER (AT REAR END HOUSING) MUST REMAIN IN ORIGINAL LOCATION ON FRAME AND UTILIZE ORIGINAL PICK-UP POINTS.
- 12.14 THE REAR OF THE FRAME BEHIND THE REAR AXLE MAY BE REINFORCED OR REPLACED FOR BUMPER SUPPORT.
- 12.15 NO LIFT BARS, PAN-HARD BARS OR SNUBBER BARS, TRAILING ARMS MAY HAVE RUBBER BUSHINGS ON EACH END ONLY.
- 12.16 LOWERING BLOCKS ARE OKAY.
- 12.17 MAXIMUM TREAD WIDTH (MEASURED OUTSIDE OF ONE WHEEL TO OUTSIDE OPPOSITE WHEEL AT SPINDLE HEIGHT) 78 INCHES.

- 12.18 FRAME CAN HAVE ONE TUBING BRACE FROM RIGHT FRONT CLIP TO RIGHT REAR CLIP, PARALLEL TO SIDE RAIL. NO PART OF ROLL CAGE OR SUSPENSION CAN BE ATTACHED TO THIS BRACE.
- 12.19 FRAME RAILS CAN BE SYMMETRICALLY CROSS-BRACED OR X-BRACED USING TUBING ONLY. ALL BRACING MUST BE NO LOWER THAN THE BOTTOM OF THE FRAME RAILS.
- 12.20 FRAME MUST SUPPORT THE ROLL CAGE ON BOTH SIDES.

13. **REAR END**

- 13.1 9" FORD; GM WITH BOLT ON BEARING LOCKS (C-CLIP ELIMINATORS) OR SPOT-WELDED CLIPS ARE MANDATORY.
- 13.2 LOCKED REAR ENDS ARE ALLOWED.
- 13.3 NO TRACTION CONTROL OR SIMILAR DEVICES ARE ALLOWED.
- 13.4 NO GUN DRILLED AXLES. REAR END AND ALL SUSPENSION PARTS MUST BE STOCK TYPE AND IN ORIGINAL LOCATION.
- 13.5 ONLY UPPER CONTROL ARMS MAY BE RE-DRILLED.
- 13.6 REAR OEM/AFTERMARKET TRAILING ARMS MUST REMAIN IN STOCK POSITION ON FRAME AND REAR END HOUSING. NO SLOTTED OR ELONGATED MOUNTING HOLES.
- 13.7 ONLY ONE MOUNTING HOLE ALLOWED AT EACH MOUNTING LOCATION.
- 13.8 NO QUICK-CHANGE REAR ENDS.
- 13.9 NO DETROIT LOCKERS.
- 13.10 NO FLOATING AXLES.
- 13.11 NO ALUMINUM CARRIERS OR SPOOLS.
- 13.12 REAR END MUST MEASURE THE SAME BETWEEN EACH BRAKE AND THE DRIVE PINION.
- 13.13 PICK UP POINTS ON REAR ENDS MUST MEASURE SAME AS STOCK.
- 13.14 NO REINFORCING OF ANY KIND ON HOUSING.

14. **GEAR RATIO**

14.1 THE FINAL DRIVE MUST NOT EXCEED 5:50:1.

14.2 CARS NOT USING 1:1 TRANSMISSION OUTPUT WILL BE CALCULATED USING GEARBOX RATIO TIMES DIFFERENTIAL GEARS TO DETERMINE MAXIMUM FINAL DRIVE OF NO MORE THAN 5:50:1 COMBINED.

15. **BRAKES**

15.1 BRAKES MUST BE OPERATING ON ALL FOUR WHEELS AND MUST LOCK UP FOR INSPECTION.

15.2 BRAKES MUST BE OEM STYLE ONLY, ONE CALIPER PER WHEEL AND ONE PISTON PER CALIPER.

15.3 DISC BRAKES WILL BE ALLOWED ON REAR WHEELS, ONE CALIPER AND ONE PISTON PER CALIPER.

15.4 PEDALS CAN BE HUNG FROM TOP OR BOTTOM ONLY.

15.5 MASTER CYLINDER MUST BE LOCATED UNDER HOOD IN STOCK LOCATION (ON FIREWALL, LEFT SIDE OF ENGINE, ABOVE FRAME).

15.6 TWO MASTER CYLINDERS ALLOWED.

15.7 CALIPER BRACKETS MUST BE MOUNTED IN A FIXED POSITION.

15.8 BRAKE DUCTS OKAY ON FRONT ONLY.

15.9 ONE ADJUSTMENT PROPORTIONING VALVE OR ONE BIAS VALVE IS ALLOWED.

15.10 NO DRILLED ROTORS.

16. **TRANSMISSIONS**

16.1 ONLY OEM STOCK PRODUCTION THREE SPEED OR FOUR SPEED (STEEL OR ALUMINIUM) TRANSMISSION WILL BE ALLOWED.

16.2 NO VARIABLE RATIO TRANSMISSIONS ALLOWED.

16.3 NO FIVE-SPEED TRANSMISSIONS ALLOWED.

16.4 TRANSMISSION MUST HAVE ALL FORWARD GEARS WORKING AND ONE GEAR REVERSE, PLUS A NEUTRAL.

- 16.5 RATIOS FOR ALL GEARS MUST BE OEM FOR TRANSMISSION USED.
- 16.6 ALL VEHICLES MUST START WITHOUT BEING PUSHED OR PULLED (AT DISCRETION OF OFFICIALS).
17. **BELL HOUSING CLUTCH AND FLYWHEEL**
- 17.1 MUST HAVE N.H.R.A. APPROVED STEEL BELL HOUSING.
- 17.2 BELL HOUSING SHOULD HAVE AN INSPECTION PLATE. IF THERE IS NO INSPECTION PLATE YOU WILL BE REQUIRED TO REMOVE BELL HOUSING FOR CLUTCH INSPECTION.
- 17.3 STOCK STEEL OEM TYPE UNITS ONLY. NO TURNED, DRILLED, (FOR LIGHTNING PURPOSES) ALUMINUM OR SPECIAL FLY WHEEL PARTS PERMITTED.
- 17.4 NO DUAL OR TRIPLE DISK CLUTCHES, COUPLERS, FLEX PLATES OR AUTOMATIC FLYWHEELS ALLOWED.
- 17.5 MIN FLYWHEEL WEIGHT OF 14 LBS.
18. **CRATE ENGINES (602 ONLY)**
- IMPORTANT NOTE: 4BBL. CARBURETOR NOT PERMITTED FOR 2025 AS WE ALIGN WITH THE MARITIME SPORTSMAN RULES.**
FOR 2025 - ONE TWO-BARREL CARBURETOR ONLY; HOLLEY 4412, 500 CFM MAXIMUM.
- 18.1 SEALED CHEVROLET 602 GM CRATE ENGINES SUCH AS #19258602, #88869602, #8895860, ETC PERMITTED.
- 18.2 GM CRATE OR BUILT ENGINES MUST BE IDENTIFIED PRIOR TO PRE-RACE TECHNICAL INSPECTION.
- 18.3 MUST BE STOCK SPECS AS PER GM WITH NO MODIFICATIONS. ZERO TOLERANCE ON ALL STOCK SPECS.
- 18.4 ALL ENGINE PACKAGES MUST BE A MAX 9.1 TO 1 COMPRESSION RATIO AS CALCULATED BY OUR TRACK WHISTLER. **9.3 TO 1 WILL BE DEEMED ILLEGAL.** ALL VACUUM TESTS WILL BE AT 900 RPM USING TRACK TECH TOOLS AND RPM GAUGE ONLY.

19. **BUILT ENGINE (GM, FORD and MOPAR)**

19.1 GENERAL MOTORS: 350 CU. IN. CHEV WITH 4.000" BORE AND 3.480" STROKE

19.2 FORD: 351CU. IN. WINDSOR WITH 4.000" BORE AND 3.500" STROKE

19.3 MOPAR 360 CU. IN. WITH 4.000" BORE AND 3.578" STROKE

19.4 MOPAR 360 CU. IN. PERMITTED IN GM METRIC CHASSIS

19.5 .060 OVERBORE PERMITTED, MAXIMUM 365 CUBIC INCHES

19.6 NO STROKER ENGINES

19.7 NO ROLLER CAMS OR REV KITS ALLOWED

19.8 HYDRAULIC LIFTER CAMSHAFT WITH MAXIMUM VALVE LIFT AS FOLLOWS:

-GM - INTAKE .410, EXHAUST .390

-FORD - INTAKE .445, EXHAUST .453.

-MOPAR - INTAKE .410, EXHAUST .410.

19.9 VALVE LIFT IS DETERMINED BY MULTIPLYING THE ACTUAL CAMSHAFT LIFT BY THE MAXIMUM ALLOWABLE ROCKER ARM RATIO.

19.10 STOCK SIZE HYDRAULIC LIFTERS ONLY (NO MUSHROOM TYPE)

19.11 TRW LIFTERS WITH C-CLIPS ARE PERMITTED

19.12 NO SOLID, ANTI-PUMP OR RHOADS LIFTERS

19.13 VALVES MUST NOT HAVE OVER ZERO LASH CLEARANCE

19.14 MAX COMPRESSION RATIO 9.1 TO 1 - **9.3 TO 1 WILL BE DEEMED ILLEGAL**

20. **PISTONS AND RODS**

20.1 STOCK CAST OR FORGED (DISHED OR FLAT TOP) PISTONS ONLY (OR EQUIVALENT REPLACEMENT)

20.2 FOUR VALVE RELIEF PISTONS ARE MANDATORY ON G.M

20.3 THE PISTON, RINGS, ROD, END CAP, ROD BOLTS AND BEARINGS WILL WEIGH A MINIMUM OF 1350 GRAMS AS A UNIT

- 20.4 PISTONS CANNOT COME ABOVE BLOCK, DECK HEIGHT OF .005”
RECOMMENDED
- 20.5 STOCK CONNECTING RODS (NO 6" GM RODS) AND PRESSED WRIST
PINS ONLY
- 20.6 NO FLOATING PISTON PINS
- 20.7 AFTER MARKET CONNECTING ROD BOLTS AND NUTS ARE ALLOWED.
- 21. **CYLINDER HEADS**
 - 21.1 NO VORTEC OR ALUMINUM HEADS ON BUILT ENGINES
 - 21.2 ALL CYLINDER HEADS MUST HAVE STOCK INTAKE AND EXHAUST
VALVES AND STOCK VALVE SPRING DIMENSIONS - 1.275”
 - 21.3 G.M.; 1.437" FORD; 1.5" MOPAR. STOCK REPLACEMENT STAINLESS
VALVES PERMITTED
 - 21.4 NO SWIRL POLISHED VALVES
 - 21.5 NO TITANIUM VALVES
 - 21.6 VALVE STEM LENGTH, DIAMETER, AND KEEPER GROUP LOCATION
MUST BE STOCK
 - 21.7 STOCK STEEL RETAINERS MUST BE USED
 - 21.8 NO ANGEL MILLING, PORT MATCHING, POLISHING OR BLUEPRINTING
IS ALLOWED
 - 21.9 HEADS MAY BE MILLED FOR STRAIGHTNESS ONLY
 - 21.10 STOCK ROCKER ARMS (OR EQUIVALENT REPLACEMENT) WITH STOCK
RATIOS ONLY (GM 1.5, FORD 1.6, MOPAR 1.5)
 - 21.11 JAM NUTS ARE PERMITTED
 - 21.12 NO POLY LOCKS
 - 21.13 SCREW-IN STUDS AND GUIDE PLATES ARE PERMITTED
 - 21.14 NO ADDITIONAL VALVE SPRINGS ALLOWED

- 21.15 ANY EXTRA DECK CLEARANCE OR HEAD GASKET THICKNESS CAN BE APPLIED TO THE COMBUSTION CHAMBER USING ONE-THOUSANDTH EQUALS 206 CC'S
- 21.16 ALL CYLINDER HEADS MUST BE CAST IRON, OEM (NUMBERS READABLE) OPEN CHAMBERED SMOG HEADS WITH SPECIFICATIONS AS FOLLOWS:

GM HEADS

- MAXIMUM INTAKE DIAMETER 1.94", MAXIMUM EXHAUST DIAMETER 1.5"
- MINIMUM COMBUSTION CHAMBER VOLUME 76CC
- MINIMUM COMBINED DECK CLEARANCE PLUS HEAD GASKET THICKNESS .050"
- MAXIMUM INTAKE RUNNER VOLUME 160 CC
- MAXIMUM EXHAUST RUNNER VOLUME 60 CC.

FORD HEADS

- MAXIMUM INTAKE DIAMETER 1.84", MAXIMUM EXHAUST DIAMETER 1.55"
- MINIMUM COMBINED DECK CLEARANCE PLUS HEAD GASKET THICKNESS .080" FOR ALL HEADS.
- WITH MINIMUM COMBUSTION CHAMBER VOLUME OF 69 CC., AND MAXIMUM INTAKE RUNNER VOLUME OF 125 CC., A FLAT TOP PISTON MUST BE USED
- WITH MINIMUM COMBUSTION CHAMBER VOLUME OF 60 CC., AND MAXIMUM INTAKE RUNNER VOLUME OF 140 CC., A DISHED PISTON WITH .120" CUP MUST BE USED

MOPAR HEADS

- MAXIMUM INTAKE DIAMETER 1.88", MAXIMUM EXHAUST DIAMETER 1.6"
- MINIMUM COMBUSTION CHAMBER VOLUME 68 CC
- MINIMUM COMBINED DECK CLEARANCE PLUS HEAD GASKET THICKNESS, WITH A FLAT TOP PISTON .120"
- MAXIMUM INTAKE RUNNER VOLUME 162 CC
- MAXIMUM EXHAUST RUNNER VOLUME 72 CC
- THE FOLLOWING HEADS ARE APPROVED: 3169974, 3671587, 3751357, 3751857, 3769596, 4027596, AND 4448308.
(NOTE: 4448308 MAXIMUM 162 CC. INTAKE RUNNERS AND 62 CC. EXHAUST RUNNERS IS ALLOWED. A 50 LB. WEIGHT PENALTY WILL APPLY SUBJECT TO REVIEW BY OFFICIALS.)

22. **INTAKE MANIFOLD**

22.1 STOCK CAST IRON OR ALUMINUM GM 12366573 OR PERFORMANCE PRODUCTS 52028 ONLY

22.2 STOCK AS DELIVERED WITH GM CRATE ENGINES

23. **CRANKSHAFT**

23.1 ONLY STANDARD STEEL OR CAST PRODUCTION DESIGN

23.2 NO LIGHTWEIGHT CRANKS

23.3 STROKE MAY NOT BE INCREASED OR DECREASED

23.4 NO LIGHTENING OR KNIFE EDGING

23.5 NO ALUMINUM HARMONIC BALANCER, HARMONIC BALANCER MUST BE STOCK FOR OEM ENGINE

24. **ASPIRATION (2BBL. CARBURETOR 500 CFM HOLLEY #R4412)**

24.1 ONE R4412-500 C.F.M. HOLLEY FACTORY STOCK PRODUCED TWO BARREL CARBURETOR ONLY

24.2 A FOUR BARREL TO TWO BARREL ADAPTER, MAXIMUM 1 1/8" THICK MAY BE USED

24.3 HOLES MUST BE REMAIN PARALLEL TOP TO BOTTOM, NO RE-WORKING OF ADAPTER OF ANY KIND

24.4 THE ONLY CHANGES ALLOWED ARE JETS; POWER VALVE AND REMOVAL OF CHOKE PARTS

24.5 MANDATORY TWO THROTTLE RETURN SPRINGS IN OPPOSITE DIRECTIONS

24.6 SERIAL NUMBERS MUST BE READABLE

24.7 NO CARBURETOR HATS ALLOWED

24.8 AIR CLEANERS ARE MANDATORY

24.9 AN ACCELERATOR TOE BAR MANDATORY

24.10 NO RAM AIR SYSTEMS

- 24.11 A QUICK-CHANGE JET KIT (PART #3425 FLOAT BOWL) MAY BE USED
- 24.12 THE VACUUM PORT @ THE BASE OF THE CARB MUST BE AVAILABLE FOR VACUUM TESTING**
- 24.13 NO PERFORMANCE BUILT, SPECIALITY BUILT OR MODIFIED CARBURETORS OR THEIR COMPONENTS
- 24.14 ALL AIR ENTERING THE ENGINE FOR COMBUSTION PURPOSES MUST ENTER THROUGH THE AIR HORN OF THE CARBURETOR
- 24.15 METERING BLOCK MUST HAVE THE FOLLOWING ID# STAMPED ON IT. FACTORY STOCK #5924 OR #5925. THE #10570 WILL APPEAR ON REPLACEMENT OR SERVICE METERING BLOCKS. METERING BLOCK POWER VALVE CHANNEL RESTRICTION PORTS (2 HOLES BEHIND THE POWER VALVE) MAXIMUM .0635" METERING BLOCK IDLE FEED RESTRICTION PORTS (2 HOLES) MAXIMUM .035" METERING BLOCK MAIN PASSAGE TO DISCHARGE NOZZLE (2 HOLES) MAXIMUM .141"
25. **ASPIRATION (4BBL. CARBURETOR 650 CFM 4150 HOLLEY #80541-1 or #80541-2)**
- **NOT PERMITTED FOR 2025 AS WE ALIGN WITH THE MARITIME SPORTSMAN RULES.**
- FOR 2025 - ONE TWO-BARREL CARBURETOR ONLY; HOLLEY 4412, 500 CFM MAXIMUM.**
26. **EXHAUST**
- 26.1 HEADERS ARE PERMITTED BUT PRIMARY TUBES MUST BE NO LARGER THEN 1 5/8" FOR THE FULL LENGTH OF THE TUBE (FLANGE TO COLLECTOR)
- 26.2 NO STEP TUBES ALLOWED
- 26.3 COLLECTOR MUST BE 3" DIAMETER AND BE SECURED TO THE EXHAUST PIPE (3.5" MAX. DIAMETER)
- 26.4 COLLECTOR IS TO REMAIN STOCK LENGTH
- 26.5 A "Y" PIPE COLLECTOR IS REQUIRED TO ADAPT INTO A SINGLE EXHAUST PIPE
- 26.6 HEADERS ARE TO BE CONVENTIONAL CROSSOVER DESIGN ONLY (EXAMPLE: SCHOENFELD 135 HEADERS)

- 26.7 NO 180-DEGREE HEADERS PERMITTED
- 26.8 NO STEPPED HEADERS PERMITTED MILD STEEL HEADERS ONLY
- 26.9 NO STAINLESS, CHROME, OR COATED (INSIDE OR OUTSIDE) HEADERS PERMITTED
- 26.10 A "BLOCK HUGGER" HEADER, WITH MAXIMUM 1 5/8" TUBES AND A 2 1/2" 3-BOLT FLANGE, THAT MEASURES NO MORE THAN 10" TOP TO BOTTOM, WITH A MAXIMUM OUTBOARD MEASUREMENT OF 3 1/4", IS ALLOWED
- 26.11 WHEN INSTALLED, THE HEADER EXHAUST FLANGE MUST NOT BE LOWER THAN THE POINT WHERE THE BLOCK AND OIL PAN BOLT MEET
- 26.12 EXHAUST PIPE OFF THE HEADER MUST BE 2" O.D. EXHAUST TUBING
- 26.13 THE FIRST FOUR INCHES (MAXIMUM) CAN BE USED TO REDUCE THE EXHAUST PIPE OFF THE HEADER TO 2" O.D. MAXIMUM. THE NEXT 2 FEET MUST BE 2" O.D. AFTER WHICH IT CAN GO TO 2 1/2" FOR THE REMAINDER OF THE 4 FOOT MINIMUM DESCRIBED ABOVE. THE REST OF THE EXHAUST WILL REMAIN THE SAME AS THE CAST IRON MANIFOLDS
- 26.14 MAY HAVE A STOCK OEM CAST IRON EXHAUST MANIFOLD WITH A MAXIMUM 2" DIAMETER OUTLET. TWO-INCH EXHAUST PIPE OFF MANIFOLD CAN GO TO 2 1/2" I.D. AND MUST REMAIN 2 1/2" OR LESS FOR A MINIMUM OF FOUR FEET OR UNTIL IT EXITS. AFTER FOUR FEET, IF DUAL EXHAUST GOES INTO ONE, IT MUST REMAIN AS ONE UNTIL IT EXITS. MAXIMUM INSIDE DIAMETER OF SINGLE TAILPIPE IS 4 INCHES
- 26.15 PIPES MUST BE TIGHT AT ALL JOINTS (WELDED OR CLAMPED) AND SECURELY FASTENED. MUFFLERS ARE PERMITTED (STRAIGHT THROUGH ONLY), MUST BE REMOVABLE FOR INSPECTION
- 26.16 EXHAUST MUST BE MOUNTED IN SUCH A WAY AS TO DIRECT GASES AWAY FROM THE DRIVER'S COMPARTMENT AND AWAY FROM ANY AREAS OF POSSIBLE FUEL SPILLAGE
- 26.17 EXHAUST MUST EXIT OUT THE RIGHT SIDE OR UNDER THE REAR OF THE CAR, AND IF EXITING AT REAR, IT MUST POINT DOWN SO OPENING IS FLUSH WITH AN IMAGINARY LINE ALONG BOTTOM OF PIPE
- 26.18 NO ANGLE CUTS OR BALANCE TUBES ARE PERMITTED
- 26.19 PIPE WRAP RECOMMENDED
- 26.20 MANIFOLDS AND HEADERS WILL REMAIN AS PRODUCED

- 26.21 NO PORTING, POLISHING, ACID TREATING, BLUEPRINTING IS PERMITTED
- 26.22 ANY INDICATION OF GRINDER MARKS OR ACID COULD RENDER THE CAR ILLEGAL
- 26.23 MANIFOLDS AND HEADERS ARE SUBJECT TO REMOVAL FOR INSPECTION

27. FUEL CELL

- 27.1 AN APPROVED FUEL CELL (MANDATORY) MUST HAVE REAR HOOP PROTECTION BARS, MIN. 1 3/4" X .095" TUBING, NO LOWER THAN 2" BELOW BOTTOM OF REAR AXLE TUBES
- 27.2 FUEL CELL MUST HAVE A ONE-WAY CHECK VALVE IN THE VENT LINE
- 27.3 NO VENTED GAS CAPS PERMITTED. GAS CAP MUST HAVE AN APPROPRIATE ATTACHING LINE TO PREVENT ITS LOSS
- 27.4 NEOPRENE OR STEEL GAS LINE MUST BE SECURELY FASTENED UNDER THE FLOOR
- 27.5 NO COPPER LINES PERMITTED
- 27.6 METAL FUEL FILTERS ONLY
- 27.7 GROUND STRAP ATTACHED TO FILLER NECK TO CHASSIS IS MANDATORY
- 27.8 MUST HAVE 2 X1/8 SAFETY STRAPS UNDERNEATH CELL

28. WEIGHT

NOTE: CARS WILL BE WEIGHED POST RACE WITH DRIVER IN THE DRIVER'S SEAT AND INCLUDES ALL DRIVER SAFETY EQUIPMENT

- 28.1 602 CRATE WITH ORIGINAL SEALS
2950 POUNDS
- 28.2 602 CRATE REPAIRED/FRESHENED - MISSING FACTORY SEALS
3000 POUNDS
- 28.3 BUILT
3000 POUNDS
- 28.4 MAXIMUM LEFT SIDE WEIGHT 55%

- 28.5 MAXIMUM REAR WEIGHT 45%
- 28.6 CARS USING A 2 X 3 FRONT CLIP MUST ADD 25 POUNDS OF BALLAST IN FRONT OF THE FIRE WALL (AHEAD OF THE FOOT BOX), SPLIT EQUALLY TO EACH FRAME RAIL. THIS WEIGHT IS PART OF THE TOTAL WEIGHT, NOT IN ADDITION TO TOTAL
- 28.7 NO HYDRAULIC, PNEUMATIC, RATCHET, ELECTRIC, OR ANY OTHER KIND OF MOVEABLE WEIGHT DEVICES ANYWHERE IN OR ON THE CAR
- 28.8 ADDED WEIGHT MUST BE SECURELY FASTENED WITH 2 HALF INCH GRADE 8 BOLTS, PAINTED WHITE AND HAVE CAR NUMBER ON IT
- 28.9 WEIGHT MUST NOT BE BELOW FRAME RAILS
- 28.10 MANAGEMENT MAINTAINS THE RIGHT TO ADJUST OR FURTHER DEFINE THE WEIGHT RULE

29. TIRES AND WHEELS

NOTE: NEW TIRES WILL BE MADE AVAILABLE THROUGH EASTBOUND INTERNATIONAL SPEEDWAY; TIRES HAVE TO BE PURCHASED THROUGH TRACK OR A TRACK AGENT. EASTBOUND INTERNATIONAL SPEEDWAY RESERVES THE RIGHT TO DEFINE TIRE SIZE, STRUCTURE, COMPOUND, ALLOWABLE QUANTITIES AND CHEMICAL TREATMENTS TO ALL COMPETITORS FOR ALL EVENTS. TIRES COULD REQUIRE FURTHER BRANDING BY OFFICIALS BEFORE THEY ARE ELIGIBLE FOR USE.

- 29.1 TIRES WILL BE HOOSIER 10420 OR 10425 (or equivalent as supplied)
- 29.2 8" TREADED TIRES COMPOUND 890
- 29.3 SERIAL NUMBERS MUST BE LEGIBLE ON USED / DAMAGED TIRES FOR REGISTRATION PURPOSES
- 29.4 NO CHEMICAL TREATING OF TIRES (I.E. COMPOUND ALTERING / TIRE SOFTENING)
- 29.5 STEEL WHEELS ONLY
- 29.6 OVERSIZE STEEL WHEEL NUTS THAT THREAD ALL THE WAY OVER THE STUD REQUIRED
- 29.7 MINIMUM HALF-INCH STUDS RECOMMENDED
- 29.8 3/8" ROUND STOCK MAY BE USED TO PROTECT RIM LIP

- 29.9 NO OFFSET WHEELS WITH LESS THAN 1” OF OFFSET
- 29.10 NO WHEEL SPACERS ALLOWED ON 1.75” OR LESS OFFSET WHEELS
- 29.11 WHEELS THAT ARE OFFSET 2 INCHES OR MORE MAY USE A ONE- INCH MAXIMUM SPACER. SPACER MUST BE ONE SOLID ALUMINUM PIECE
- 29.12 MAXIMUM OVERALL WIDTH (FRONT AND REAR) SHALL NOT EXCEED 78” FROM OUTSIDE OF ONE WHEEL TO OUTSIDE OF OPPOSITE WHEEL AT SPINDLE HEIGHT
- 29.13 TIRES CANNOT BE MORE THAN 2” OUTSIDE THE BODY.

30. SAFETY

IMPORTANT NOTE:

IT IS THE OWNER/DRIVER’S RESPONSIBILITY FOR PURCHASING, INSTALLING AND MAINTAINING ANY SAFETY APPAREL AND EQUIPMENT, EITHER PERSONAL OR FOR THEIR VEHICLE. HOWEVER, WE WILL NOT PERMIT A VEHICLE ON TRACK IF WE BECOME AWARE OF ANY SAFETY INFRACTION THAT IS DEEMED AN IMMEDIATE SAFETY CONCERN. FURTHERMORE OWNERS/DRIVERS MAY BE DISQUALIFIED IN PRE OR POST TECH IF SAFETY GUIDELINES ARE NOT BEING ADHERED TO.

- 30.1 HELMETS MUST BE **SNELL 2015 & SA (OR BETTER)** APPROVED
- 30.2 FULL FACE HELMETS ARE MANDATORY
- 30.3 HELMETS MUST BE WORN AT ALL TIMES CAR IS ON TRACK
- 30.4 SFI RATED HEAD AND NECK RESTRAINT SYSTEMS ARE MANDATORY, SUCH AS HANS OR HUTCHENS ARE RECOMMENDED
- 30.5 SEATBELTS MUST BE WORN WHENEVER THE CAR IS ON THE RACETRACK. CARS MUST HAVE AN SFI APPROVED TYPE OF RACING HARNESS THAT IS EQUIPPED WITH A QUICK RELEASE BUCKLE. A MINIMUM FOUR POINT IS MANDATORY BUT A FIVE OR SIX POINT IS RECOMMENDED. LAP BELTS MUST BE BOLTED TO THE ORIGINAL SEAT BELT MOUNTS OR TO AN OPTIONAL SECURE MOUNTING LOCATION (FRAME RECOMMENDED). MOUNTING TO ANY NON-SECURE LOCATION SUCH AS A FLOOR PAN IS NOT ACCEPTABLE. SHOULDER BELTS MUST BE FASTENED TO THE ROLL BAR AT SHOULDER HEIGHT. MANUFACTURES RECOMMENDED SEAT BELT MOUNTS AND FASTENERS MUST BE USED AND ANY OTHER METHOD OF ATTACHMENT WILL NOT BE PERMITTED. EASTBOUND INTERNATIONAL SPEEDWAY RECOMMENDS (NOT REQUIRES) THE BELT MANUFACTURER’S RECOMMENDATION THAT THE BELTS BE CHANGED TWO (2) YEARS AFTER THE MANUFACTURE DATE STAMPED ON

THE SFI TAG, AND IMMEDIATELY FOR DAMAGE OR AFTER ONE MAJOR IMPACT. HOWEVER, BELTS FIVE (5) YEARS OR MORE FROM THE DATE OF MANUFACTURE, NO MATTER HOW MANY USES, OR CONDITION, MUST BE REPLACED.

- 30.6 MUST WEAR A SFI RATED FIRE SUIT WHENEVER CAR IS ON THE TRACK. IF SUIT HAPPENS TO BE TWO-PIECE, BOTH THE TOP AND BOTTOM MUST BE WORN AT THE SAME TIME
- 30.7 FIRE RETARDANT RACING GLOVES AND RACING SHOES ARE MANDATORY
- 30.8 HELMET, SFI RATED HEAD AND NECK RESTRAINT, GLOVES AND SHOES MUST ACCOMPANY VEHICLE AT TIME OF INSPECTION FOR ALL COMPETITORS
- 30.9 A SECURELY FASTENED, QUICK RELEASE FIRE EXTINGUISHER IS REQUIRED
- 30.10 WITHIN EASY REACH OF THE DRIVER WITH A RECHARGE SLIP DATED NO EARLIER THAN JANUARY FIRST OF THE CURRENT YEAR
- 30.11 DRIVER'S SIDE WINDOW NET (QUICK RELEASE, PROPERLY WORKING TOP LATCH) IS REQUIRED
- 30.12 SAFETY APPROVED FUEL CELLS ARE MANDATORY
- 30.13 BATTERIES MUST BE SECURELY MOUNTED AND SHIELDED
- 30.14 LOOSE OBJECTS AND/OR WEIGHTS WILL NOT BE ALLOWED IN DRIVER'S COMPARTMENT (BETWEEN FRONT AND REAR HOOP)
- 30.15 ANY OTHER WEIGHT ADDED MUST BE SECURELY MOUNTED; A MINIMUM OF TWO HALF-INCH BOLTS USED WITH EACH WEIGHT. WEIGHTS MUST BE PAINTED WHITE. CAR NUMBER SHOULD BE ON ALL WEIGHTS
- 30.16 DRIVE SHAFT HOOP REQUIRED TOWARD FRONT OF DRIVE SHAFT. HOOP MUST BE CONSTRUCTED OF MATERIAL SUFFICIENT TO CONTAIN THE DRIVE SHAFT IN THE EVENT OF U-JOINT/DRIVE SHAFT FAILURE. DRIVE SHAFT MUST BE PAINTED WHITE
- 30.17 ROLL BAR PADDING IS RECOMMENDED AROUND DRIVER.

31. BODIES, INTERIORS AND AIR DAMS

- 31.1 NORTH AMERICAN MID OR FULL-SIZE STEEL BODIED SEDANS OR KIT \ BODIES (STEEL, FIBERGLASS OR ALUMINUM)
- 31.2 NO STATION WAGONS, TRUCKS, PANELS, VANS, OR CONVERTIBLES

- 31.3 BODIES MUST BE SAME AS AVAILABLE FROM FIVE-STAR.
- 31.4 BODIES MUST BE EASILY IDENTIFIED AND BE ENTIRELY FROM ONE MODEL (I.E.: MONTE CARLO SNOOT, HOOD, ROOF, REAR QUARTERS AND REAR BUMPER COVER)
- 31.5 ALL BODIES SHOULD CONFORM TO “FIVE-STAR SHORT TRACK TEMPLATE” DIMENSIONS AND ANGLES, AND MAY BE REQUIRED TO FIT TEMPLATES. (NO DIRT STYLE FRONT OR REAR BUMPER COVERS).
- 31.6 NO CUSTOM DESIGNED BODIES
- 31.7 NO OUTLAW EXTENDED QUARTER PANELS AND DECK LIDS
- 31.8 NO HIGH DOWN FORCE BODIES
- 31.9 NO CARBON FIBER BODY PARTS
- 31.10 FRONT FENDERS AND TOP OF WINDSHIELD MUST BE KEPT FREE FOR CONTINGENCY DECALS
- 31.11 ALUMINUM, FIBERGLASS OR STEEL AFTERMARKET BODIES O.K. WITH RUBBER FRONT AND REAR BUMPERS.
- 31.12 TRUNK LID (MINIMUM 3 SQ. FT. OPENING WITH 12” MIN. MEASURE EITHER WAY) MUST BE FUNCTIONAL
- 31.13 SAFETY RETAINERS REQUIRED ON HOOD AND TRUNK LIDS
- 31.14 TRUNK LID MAY NOT BE DISHED.
- 31.15 NO CUT DOWN DOORS
- 31.16 DOOR LENGTH AND SHELF WIDTH MUST MEET FIVE-STAR SPECIFICATIONS. SHELF WIDTH MAXIMUM 2” LEFT, 3.5” RIGHT.
- 31.17 BODY MUST BE CENTERED ON FRAME AND RETAIN ITS STOCK APPEARANCE, DIMENSIONS AND ANGLES
- 31.18 PASSENGER SIDE WINDOW MUST REMAIN COMPLETELY OPEN
- 31.19 A VENT WINDOW TO ACCOMMODATE AN AIR DUCT CAN BE INSTALLED BACK FROM THE BOTTOM OF THE WINDSHIELD PILLAR A MAXIMUM OF 10½” AND UP AT 90 DEGREES FROM THE EDGE OF DOOR.
- 31.20 REAR DECK SPOILER (FIVE-STAR TYPE) ALLOWED. MAXIMUM LENGTH OF

60" AND A MAXIMUM HEIGHT OF 5", MEASURED ACROSS THE BACK. NO BOXING. SPOILER MUST BE CENTERED SIDE TO SIDE ON REAR DECK

- 31.21 REAR DECK HEIGHT MAY BE A MAXIMUM OF 34.5" OFF THE GROUND.
- 31.22 NO ADJUSTABLE REAR QUARTER PANELS.
- 31.23 FULL FRONT WINDSHIELD REQUIRED. MUST BE LEXAN OR APPROVED SAFETY GLASS. TOP OF FRONT WINDSHIELD MUST REMAIN AVAILABLE FOR DIVISION SPONSOR
- 31.24 LEXAN REAR WINDOW AND QUARTER WINDOWS ALLOWED. BACK WINDOWS MUST BE SECURELY BRACED INTERNALLY TO PREVENT SIGNIFICANT BOWING AT RACING SPEEDS (SEE SUCKED DOWN ROOF AND REAR WINDOW RULE BELOW)
- 31.25 ALL WINDOW PILLARS SHOULD BE IN PLACE. PAINTED ROLL BARS ARE NOT AN ACCEPTABLE SUBSTITUTE. NO ADDITIONAL MATERIAL MAY BE ADDED IN PILLAR AREA.
- 31.26 MUST HAVE ORIGINAL GRILLE OR BE MESHED IN
- 31.27 BODY MUST BE A MINIMUM OF 4" FROM THE GROUND AT ALL POINTS.
- 31.28 MUST HAVE FULL STEEL (MIN .032" THICKNESS) OR ALUMINUM (MIN.040" THICKNESS) INTERIOR
- 31.29 COMPLETE STEEL FIREWALL (FRONT AND REAR), FLOORBOARDS, AND AREA SURROUNDING DRIVER ARE MANDATORY
- 31.30 A STEEL PLATE UNDER THE DRIVER'S FEET AND SEAT IS STRONGLY RECOMMENDED
- 31.31 AFTERMARKET RUBBER NOSE CONE MUST MATCH THE BODY
- 31.32 REAR BUMPER COVER MUST MATCH BODY
- 31.33 REAR BUMPER COVERS MAY NOT BE TRIMMED, HULLED, DRILLED, OR OTHERWISE CHANGED OR MODIFIED
- 31.34 NO WINGS OR GROUND EFFECTS ANYWHERE INSIDE OR OUTSIDE OF CAR
- 31.35 THE INTERIOR OF THE CAR CANNOT BE ARRANGED IN SUCH A WAY TO LOOK LIKE A SPOILER.
- 31.36 RIGHT SIDE FLOOR PAN MAY BE LEVEL WITH TRANSMISSION HEIGHT, ANGLE UP TO BOTTOM OF THE PASSENGER SIDE WINDOW OPENING, OR DROP BACK DOWN WITH LEVEL OF FLOOR ON DRIVER'S SIDE.

- 31.37 NO HOLES ALLOWED IN HOOD OR OTHER BODY PANELS OTHER THAN STOCK HOLES
- 31.38 NO COWL INDUCTION
- 31.39 ANY RADIATOR DUCT MUST NOT EXTEND AHEAD OF THE FRONT BUMPER OR BEHIND THE RADIATOR AND MUST BE AT LEAST 4" OFF THE GROUND
- 31.40 ALL CARS IN COMPETITION MUST HAVE A COMPLETE PAINT JOB OR VINYL WRAP. PRIMER IS NOT CONSIDERED PAINT.
- 31.41 NO BODY MODIFICATIONS ALLOWED. ANY BODIES THAT APPEAR TO BE MOUNTED IN A MANNER THAT COULD PUT MORE AIR ON THE REAR SPOILER (SUCKED DOWN REAR ROOF AND/OR WINDOW) OR THE FRONT AREA OF THE CAR COULD BE REQUIRED TO MAKE CHANGES SUCH AS TRIMMING OR REMOVING REAR SPOILER, REMOVING HOOD OR OTHER ADJUSTMENTS TO COMPENSATE FOR ANY POSSIBLE ADVANTAGE IN THE OPINION OF THE TRACK OFFICIALS
- 31.42 ALL CARS MUST BEGIN EACH RACE MEET WITH COMPLETE BODY UNLESS DAMAGED IN PRACTICE AND/OR OK'D BY TRACK OFFICIALS

32. MEASUREMENTS

- 32.1 **ALL HEIGHTS WILL BE MEASURED WITH DRIVER IN THE CAR**
- 32.2 MINIMUM ROLL CAGE HEIGHT TO BE 39" FROM BOTTOM OF FRAME
- 32.3 MINIMUM HEIGHT OF DOOR BARS TO BE 22 ½" FROM BOTTOM OF FRAME
- 32.4 MINIMUM 5" RIDE HEIGHT MEASURED AT SIDE FRAME RAILS
- 32.5 MINIMUM CRANKSHAFT HEIGHT TO BE MINIMUM FRAME HEIGHT PLUS 7"
- 32.6 48" ROOF HEIGHT (2002 OR NEWER BODY 47") MEASURED BACK FROM THE WINDSHIELD TO THE GROUND PER FIVE STAR SPECIFICATIONS
- 32.7 ROOF HEIGHT AT TOP EDGE OF REAR WINDOW SHOULD BE NO MORE THAN 1.5" LOWER THAN ROOF HEIGHT AT FRONT (10INCHES BACK FROM WINDSHIELD)
- 32.8 TOP OF REAR QUARTERS SHOULD NOT BE TRIMMED TO ALLOW SIDES OF ROOF TO BE LOWERED.

- 32.9 REAR DECK HEIGHT AND SPOILER HEIGHT COULD BE RELATIVE TO ANY COMBINATION OF DECK LENGTH, ROOF HEIGHT, NOSE HEIGHT AND ANGLE, FRONT FENDER CONTOUR, WINDSHIELD ANGLE, DOOR LENGTH AND WIDTH
- 32.10 REAR DECK HEIGHT MAY BE A MAXIMUM OF 34.5" OFF THE GROUND. REAR DECK LENGTH WILL CONFORM TO FIVE STAR SPECIFICATIONS REMAINING MEASUREMENTS MUST CONFORM TO FIVE STAR SPECIFICATIONS
- 32.11 MINIMUM GROUND CLEARANCE OF ANY BODY COMPONENT IS 4" INCLUDING BUMPER, BUMPER COVERS, AND SIDE SKIRTS.

33. RUB RAILS

- 33.1 A SINGLE EXTERIOR RUB RAIL MAY BE USED ON EACH SIDE OF THE CAR, FROM BEHIND THE FRONT WHEEL PARALLEL TO THE GROUND, TO AHEAD OF THE REAR WHEEL, BREAK FOR THE REAR WHEEL OPENING AND CONTINUE TOWARD THE REAR OF THE CAR AND FASTEN TO THE REAR BUMPER
- 33.2 SQUARE OR RECTANGULAR TUBING OR ROUND PIPE ONLY. MAXIMUM 1" O.D. OR ½" BY 2" O.D
- 33.3 NO EXPOSED BOLT HEADS
- 33.4 FRONT AND REAR ENDS WILL TAPER AT 45 DEGREES AND BE CLOSED IN. BOLT HEADS MUST BE COUNTERSUNK
- 33.5 RECOMMEND A ¼" X 2" ALUMINUM FLAT BAR WITH TAPERED ENDS
- 33.6 NO SHARP EDGES. RUB RAILS MUST FIT TIGHT WITH SIDE OF CAR (BOLTED TIGHTLY TO OUTSIDE DOOR BAR WITHIN 8" OF EITHER END AS WELL AS ALONG THE LENGTH) AND BLEND WITH CAR COLORS
- 33.7 NUMBERS AND LETTERING MUST BE OVER RUB RAILS.

34. BUMPERS

- 34.1 BUMPERS MUST BE USED FRONT AND REAR
- 34.2 THE CENTER OF THE FRONT BUMPER MUST MEASURE BETWEEN 15" AND 17" FROM THE GROUND
- 34.3 BUMPERS WILL BE CONSTRUCTED OF MAXIMUM 2" TUBING, AND SHALL NOT HAVE ANY SHARP EDGES EXPOSED
- 34.4 MUFFLER PIPE OR .065 STEEL ONLY.

- 34.5 REAR BUMPER AND BRACE BARS MUST BE SUFFICIENT TO PROTECT FUEL CELL OR TANK
- 34.6 A CABLE OR CHAIN OF SUFFICIENT STRENGTH TO LIFT CAR MUST BE EXPOSED IN CENTER OF FRONT AND REAR BUMBERS TO ALLOW FOR QUICK PICK- UP
- 34.7 CARS WITH HINGED TRUNK LIDS AND HOODS ARE EXEMPT
- 34.8 A MINIMUM OF 12" IS MANDATORY FOR FRONT CRUSH ZONE, NO BRACING OF THE BUMBERS WILL BE ALLOWED IN THIS AREA
- 34.9 A MINIMUM OF 8" IS MANDATORY FOR REAR CRUSH ZONE, NO BRACING WILL BE ALLOWED IN THIS AREA.
- 34.10 ALL BUMBERS MAY BE DRILLED FOR TESTING AND ONLY ACCEPTABLE THICKNESS WILL BE PERMITTED.

35. PAINT AND NUMBERS

- 35.1 ALL CARS MUST HAVE THEIR ASSIGNED NUMBERS ON BOTH SIDES OF THE CAR AND ON THE ROOF (READABLE FROM THE GRANDSTANDS) AT LEAST 20" HIGH AND 4" THICK IN A COLOR THAT CONTRASTS WITH THE CAR COLOR
- 35.2 A 6" WHITE NUMBER MUST BE ON THE TOP RIGHT FRONT WINDSHIELD. NO GRAY, SILVER, GOLD, METAL FLAKE OR TRICK NUMBERS
- 35.3 NUMBERS DEEMED DIFFICULT TO SCORE, THE DRIVER WILL BE NOTIFIED AND ANY SCORING PROTESTS BY THAT DRIVER WILL NOT BE ACKNOWLEDGED
- 35.4 FRONT AND REAR SNOUTS SHOULD BE PAINTED THE SAME COLOR AS THE CAR.
- 35.5 ANYONE REQUESTING A CAR NUMBER MUST EMAIL BOB@EASTBOUNDPARK.COM

36. LISTENING DEVICES

- 36.1 RACECEIVER OR SCANNER IS MANDATORY. IF USING A SCANNER, IT MUST BE MOUNTED IN A SECURE LOCATION OUTSIDE OF DRIVER'S REACH. ONLY THE TRACK FREQUENCY 454.0000 MHZ. IS TO BE PROGRAMMED
- 36.2 SCANNERS WILL BE SUBJECT TO INSPECTION FOR OTHER FREQUENCIES

- 36.3 RACECEIVER CHANNEL IS 000 (THE DEFAULT CHANNEL)
- 36.4 2 WAY RADIOS WILL BE ALLOWED. FREQUENCY MUST BE PROVIDED TO OFFICIALS AND YOU MUST HAVE EITHER YOU OR YOUR SPOTTER MONITORING TRACK FREQUENCY AT ALL TIMES DURING ON TRACK ACTIVITIES
- 36.5 NO OTHER ELECTRONIC COMMUNICATION DEVICES ALLOWED SUCH AS CELLULAR TELEPHONES.

37. MISCELLANEOUS

- 37.1 ONE INSIDE MIRROR MAY BE USED AND MUST BE MOUNTED INSIDE CAR
- 37.2 ONE LEFT SIDE MIRROR, MAXIMUM WIDTH OF 4" AT ANY GIVEN POINT, NOT TO EXTEND BEYOND BODY
- 37.3 ANYTHING NOT SPECIFIED AS ALLOWED MUST BE STOCK
- 37.4 ANY MISINTERPRETATION OF THE RULES WILL BE SUBJECT TO A FINAL DECISION BY TRACK OFFICIALS. TRACK OFFICIALS MAY CHECK ANY CAR AT ANY TIME
- 37.5 PREVIOUSLY RACED SPORTSMAN CARS WITH BODIES OF EARLIER VINTAGE THAN FIVE-STAR CATALOG MAY BE ALLOWED.
- 37.6 TOWING POINTS MUST BE AVAILABLE ON FRONT AND REAR FRAME
- 37.7 EASTBOUND SPEEDWAY RESERVES THE RIGHT TO CONFISCATE AND RETAIN ANY PARTS OR COMPONENTS THAT ARE DEEMED TO BE NON-CONFORMING TO THE RULES SET FORTH IN THESE PAGES
- 37.8 THE DECISION OF TRACK MANAGEMENT WILL BE FINAL.

CONTACT INFO:

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TECHNICAL INQUIRES –