

# Spring Lake Speedway Rules/Procedures

## Race Procedures:

1. Cut off time is 45 minutes prior to start time unless there is a line or traffic delay. Any car arriving late will start in the tail of the first available heat.
2. The only way a car will get a heat position number is when the car goes through the pit gate. It is your responsibility to remember your number. Races will be lined up by the draw except during special events
3. No driver changes after heats. Driver may only qualify one car.
4. Cars must be lined up ready to race at the track entrance 5 minutes prior to their race in starting order. It is the drivers' responsibility to let an official know if you will be driving two or more cars or will be late. If you are late for your race you will start in the tail of that race. If a lap has been completed you will not be allowed to enter that race. If you miss your heat you will start in the tail of the B feature. If you make cutoff but are unable to race a heat or B Feature you may start at the tail of the A feature.
5. Before the start of the heat race, cars must be lined up in order prior to the flag stand ready to race.
6. In the event of a no show cars will slide forward or criss-cross at official's discretion.
7. All races will have a time limit. On the original start the field will be given 1 minute per lap to complete the race once the green flag is displayed. In the event of multiple or lengthy yellow flags the white flag will be displayed after the time limit has expired. Please keep in mind that we do not wish to eliminate race length but present a more professional show due to car count.. The officials will do everything they can to finish each race within the time limit.
8. On all starts there will be no free laps. For example: pulling to the top of the track or delaying the start in any way. You will be put to the tail of the field. No brake checks will be tolerated on starts.
9. Features will be lined up using a redraw for the top finishers in each heat. The number of cars qualifying for the redraw will vary on the number of heats and total cars competing that night. The redraw will be configured so no more than half the field is redrawn.
10. All drivers must follow all race officials and lap recorders instructions. Failure to follow instructions or line up in a professional manner during yellows or prior to starts will result in the following penalties. First time is a warning, second warning you will be sent to the pits.
11. Green flag. A cone will be placed in Turn 4. On the original DOUBLE file start the front row will approach the cone at a slow/moderate pace and fire at the cone. The Green flag and light will then be displayed. At that time you will be allowed to pass prior to the cone. If you are in the front row and fire prior to the cone the race will be stopped and that car will be put 1 row back. One or both of the front row cars may be penalized. If you jump the start and are not in the front row you will be penalized two (2) positions per car passed. Jumping a start is considered getting out of line or passing a car prior to the Green flag. On SINGLE file restarts the leader will approach the cone at a slow/moderate pace and fire at the cone. You CANNOT pass a car before you pass the cone. If you jump this start you will be penalized two (2) positions per car passed. Races will not be stopped once the Green flag was been displayed other than for an accident or on track incident. Penalties will be assessed if a yellow is displayed prior to race end or at the pay window if race stays green.
12. Yellow flag. The Yellow flag will be displayed only if an incident has occurred on the track or a car has stopped on the race surface. The car or cars determined to have caused the yellow to be displayed will be placed at the tail of field. Any car that spins or stops to avoid the accident will receive their spot back. If you stop your car in the infield and are not in a dangerous spot we will not stop the race. If you are spun into the infield by another car and cannot reenter race safely the yellow will be displayed and the car that spun your car out will go to the tail. If you are the leader of the race and are spun or get collected in an accident, you will get your spot back. You will not get your spot back if you cause the accident. If you cause two Yellow flags in any event you will be sent to the pits and scored in that position. Mutual respect and courtesy should limit Yellow flags.
13. If you spin by yourself and determined to be out of contention in any heat and make no attempt to reenter race under Green safely you will be sent to the pits and scored in that position.

14. Lapped cars will go to tail on a yellow flag and receive their lap back.
15. In the features only. If you get a flat tire you can stop the race. You will receive Two (2) laps to change the tire in the Hot Pits near the scale. If you go in the pits under green we will not throw the yellow flag or allow you back on the track. If for any reason you enter the pits during the race other than to change a tire you will be scored in that position and will not be allowed to reenter race. If a SLS official sends you to the pits for repairs, two laps will be given to make those repairs. You may reenter the race at the tail.
16. If the flagman stops the race for any car due to safety reasons that car will be sent to the tail. Unsafe cars must be fixed quickly or you will be disqualified.
17. All drivers are responsible to know where the scale is and know when to use it. (Top 3 in heats and Top 5 in features.) Any car that finishes in a scalable position and avoids or passes scale road will be disqualified. After the Features the top 5 must present their car in tech area immediately after scaling their car. Failure to present car for inspection will result in disqualification.
18. Spring Lake Speedway reserves the right to inspect any car at any time. If a car is found to be illegal prior to a race they must correct infraction prior to racing next event. If a car is found to be illegal after a race the driver will be disqualified and will be awarded zero (0) points and zero (0) purse.
19. Illegal parts will be confiscated and become the property of SLS. Spring Lake Speedway reserves the right to impose a fine for the infraction which must be paid prior to racing next event at Spring Lake Speedway.
20. Anyone who does not pack the track when called may be penalized.
21. No drivers out of their car at any time while on track.
22. Videotapes at SLS are not official.
23. All pit personnel must stay clear of the track entrance and remain in the pits. This also includes accidents. No one will be allowed in the center of the track.
24. Consumption of alcoholic beverages in the pit area, or being under the influence of alcohol in the pit area is prohibited until the entire program has been completed. Violation of this rule will result in violator being banned from SLS for remainder of year. Zero Tolerance.
25. The use of, being under the influence of, or possession of illegal drugs is prohibited. Violation of this rule will result in violator being banned from SLS for remainder of year. Zero Tolerance.
26. Everyone will be treated with respect. Any participant who threatens another with bodily harm in any way will be banned from SLS for remainder of year.
27. The use of any ATV, motorcycle, golf cart or any other motorized vehicle in pits or grounds of SLS is prohibited.
28. Weights and mufflers must be secured properly to car. Any car that loses any weight or muffler will be disqualified for that event.
29. All decisions of the SLS officials are final. Spring Lake Speedway reserves the right to refuse entry of any car or person at any time. Spring Lake Speedway reserves the right to impose a monetary fine and/or suspension where necessary for violation of any of these procedures.

We appreciate your cooperation in making each show both professional and enjoyable. If you have any questions please ask our officials.

## **Racecar Rules:**

The Spring Lake Speedway welcomes all legal area cars to compete weekly along with the following additions. The optional rules listed below are strictly optional and are not requirements to race at SLS.. In the spirit of competitive equality Spring Lake Speedway may and will reassess the rules and make changes as needed.

## MODIFIEDS

Required:

Hoosier 35W (siping & grinding allowed), American Racer G60 or KK704 (grooving & siping allowed)

Optional:

1. Tubular lower A-Arms with stock configuration are allowed. Screw in style ball joint is required.
2. Rear body panel is optional.
3. Aluminum J-Bar mounts allowed.
4. Beadlock allowed on right front wheel
5. Quick change rear ends are allowed. Steel tubes only, 10" ring gear only allowed, magnesium or titanium components are not allowed, pinion & carrier bearings must be tapered, wide 5 bolt pattern is not allowed.
6. USRA/USMTS legal racecars are welcome to compete weekly at Spring Lake Speedway. Engine Option #1 - Spec Engine (2,450lbs, 5" spoiler), Engine Option #2 - Concept Engine (2,400 lbs, 5" spoiler) or Engine Option #3 - Open Engine (2,500 or 2,550 lbs, 3" spoiler). These cars must use American Racer G60 or KK704 and 8,000 rpm chip.
7. Regional spec engines must weigh 2450 after race. Maximum 5" spoiler.
8. 406 engines are allowed with non-roller flat top rocker arms. No roller cams. Must weigh 2450 after race. Maximum 5" spoiler.
9. Non-Spec headed engines are allowed with the following provisions. Approved Heads: Chrysler and Ford cast heads. In addition W-2 & SVO but cannot be ported. Chevrolet straight plug heads with the following castings numbers: 040, 041, 041x, 186, 187, 291, 461, 461x, 462 & 492. These heads may be ported. Angle plug or turbo heads are not allowed. Roller rockers are allowed. Roller cams or raised intake runners are prohibited. Non-Spec cars must weigh 2450 lbs with driver after the race. Maximum 5" spoiler.
10. All cars must measure up to 7 1/4" from the ground to the bottom of the frame rail on the right front corner.

## SUPER STOCKS

Required:

Hoosier 35W (siping & grooving allowed)

Must weigh 2,800# at race end with driver

Rear springs must be mounted on the lower control arm or axle tube and must be the same on both sides. Springs cannot be mounted behind axle tube.

Optional:

1. Swiveling spring cups are allowed.
2. Rear body panel is optional.
3. 5" spoiler allowed measured from top of interior deck.
4. Non-shaft roller rockers are allowed. No stud girdles.
5. GM 602 & 604 Crate engines are allowed. Cars using the GM crate engine may use a Holley 750 or smaller carburetor. No alterations to the engine inside the bolts allowed. Rebuilds or repairs must be performed by CLS approved rebuilder.
6. Grand Nationals cars are legal - bring your own rule books, must run by your rule books.

## **MIDWEST MODIFIEDS**

Required:

Hoosier 35W (siping & grooving allowed)

Compression Rule- 170 PSI Compression Maximum. Compression will be checked with absolutely NO tolerance over the 170 PSI limit.

Optional:

1. Bert, Brinn or Falcon transmissions are allowed. Ball spline couplers or magnesium components are not allowed. Steel OR Aluminum bell housings are both OK.
2. Cars using 3 link suspension must weigh 2,550 lbs with driver after race.
3. Cars using 3 link suspension & using a Bert, Brinn or Falcon transmission must weigh 2650 lbs with driver after race.
4. Cars using 4 link suspension must weigh 2600 lbs with driver after race.
5. Cars using 4 link suspension & using a Bert, Brinn or Falcon transmission must weigh 2700 lbs with driver after race.
6. USRA B-Mods are welcome at Spring Lake Speedway. These cars must run USRA rules but remove their rear spoiler.

## **PURE STOCK RULES**

The sole intent of this class is to provide a low cost entry level class. These cars are to be strictly stock and intended to stay that way. Any infractions to these rules and the car and driver will be disqualified from the class. Officials decisions will be final. Officials will deal with drivers only. Drivers are responsible for the conduct of his pit crew and will be penalized for their inappropriate behavior.

1. Parents of minors, the driver is the spokesperson for the car, NOT you!!
2. If you hold a license (temporary or regular) in any other class you WILL NOT be allowed to race a pure stock.
3. The minimum age of the driver is 14 years of age. Any driver under the age of 19 must have a release form signed by a parent/legal guardian.
4. All cars must be safety inspected prior to being allowed to race. If any car is found to be unsafe by race officials that car will not be allowed to race until the infraction is corrected.
5. Random checks will be done on any number of cars. Motor teardowns may be performed by track on any car.
6. Full face helmets (Snell SA2000 or newer required), fire suit, window net and seat belts are mandatory at all time on the track.
7. No alcoholic beverages may be consumed until ALL classes of cars have completed racing. Violation of this rule will result in disqualification and/or suspension.
8. No un-sportsman like display of temper on the track, in field or in the pits at anytime.
9. Penalties: If found illegal, fines and/or penalties will be imposed by Spring Lake Speedway. Fines must be paid prior to a driver competing in the pure stock class or any other class at Spring Lake Speedway.
10. Anything not covered in these rules or the general track rules will be decided by track officials. OFFICIALS DECISIONS ARE FINAL.

## **CAR AND BODY**

1. Car must be stripped of all chrome moldings, emblems, pot metal, plastic and fiberglass to keep the track clean. Any 1950 or newer sedan, coupe or wagon is eligible. NO PICKUPS, RANCHEROS, EL CAMINOS, OR 4WD VEHICLES.

2. Minimum stock wheelbase allowed will be 108" full frame. NO CAMAROS, FIREBIRDS, ETC. 110" unibody with sub-frame installed. No wheelbase alterations.
3. Driver protection roll bars are required. No roll bar may alter the geometry of the car in any manner. It can be used only to keep the car off the driver in the event of a roll over. Six point roll cage of 1 5/8 " tubing minimum (brace box). CAGE MUST BE FROM THE FRAME TO ABOVE THE DRIVERS HEAD. The cage may extend back to the rear bumper, but may not extend farther forward than the rear of the "A" frames. One radiator protection hoop of the same size type will be allowed in front of the radiator and no wider than the frame rails. One brace bar per side allowed from top of hoop to frame and will be no further back than the front of the "A" frames or a single hoop allowed on front of car only. Hoop must be wider than the frame rails and mounted just past radiator and must not be past the nose piece.
4. Original gas tank must be removed and a fuel cell used.
5. Bumpers must be anchored securely by welding, chained, or bolted to the body. No sharp edges. No bumper hoops (front or rear). Instead of the stock bumpers a 2" x 2" x 1/8th wall square tube can be used front and/or rear. Tube will extend no more than 6" past frame rails and no sharp edges allowed. Tube will have three inspection holes 1" in diameter in bottom of bumper with one being centered. If ends are capped there will be a 1" inspection hole in cap. Tube style bumpers must either be covered with stock bumper or nose/tail cone.
6. No bracing of any kind any place on the car.
7. All doors must be welded, chained or bolted shut. Door bars allowed (maximum 1"x1"x6'). No sharp edges.
8. All glass and flammable materials must be removed from the car prior to arrival at the track. No broken glass left in the car!
9. Battery must be securely strapped in vehicle trunk.
10. All floor plans and firewalls (both front and rear) must be in place with no cutting of any kind any place on the body. The body must remain stock and in stock position. After market (steel only) body parts will be allowed. Wheel clearance may be cut. Top of front fenders must have all stock mounts. No cutting allowed. Must have original hood hinges and mounts.
11. Racing seatbelts with shoulder harness must be in place and used. Belts must be three years old or newer.
12. THE COMPLETE BUMPER TO BUMPER STOCK CAR MUST BE RETAINED. THERE WILL BE NO ALTERATION OF ANY KIND TO ANY PART OF THE CAR. NO SECTIONING, CHANNELING, CHOPPING OR ANY OTHER ALTERATION WILL BE ALLOWED. HOODS MUST BE KEPT IN PLACE AT ALL TIMES. WHEEL RADIUS ONLY MAY BE CUT.
13. Driver protection door bars mandatory and must be inside of the car. Door bars must be covered by a single sheet of 16 gauge steel and securely welded to the outside of the door bars.
14. Steel screen to cover at least 1/2 of the windshield opening. Must contain a minimum of three vertical bars securely fastened at top and bottom in front of driver. Window net is mandatory.
15. Aluminum radiators are allowed.
16. Minimum of 18" high numbers will be clearly displayed on both doors and the roof. Numbers a minimum of 6" high will be displayed on the front of the car.

## **SUSPENSION**

1. Weight rule: Minimum 3200 pounds with driver after race. The top three in heats and top five in feature must cross the scale to be weighed. Weights may only be added directly above the rear axle dead center between shock mounts. Minimum of 2 1/2" bolts must be used to mount weights. Car number must be on weights.
2. No modification of suspension is allowed. All parts must be strictly stock. No spacers, chains or racing suspension. Stock springs only. No racing springs allowed. Springs to be measured as follows: \*\*GM-17mm wrench must fit over the rear springs with no clean up of spring. \*\*FORD and MOPAR spring sizes to be determined. If you know you have stock springs you should not have any problems, we are waiting on manufacturer's' specs. NOTE: ALL MEASUREMENTS ARE WITHOUT CLEANUP OF SPRING.
3. There is a \$40.00 claim on all four shocks - no exchange, outright only. Shock claim money must be in tech official's hand before feature race begins.

4. Brakes must be able to lock up all four wheels. Four wheel brakes are mandatory.
5. Stock ball joints only. No offset ball joints. Stock "hard" bushings only, no O.E.M. "soft" bushings allowed.
6. Stock rag joint may be replaced with a U-Joint.
7. No rack and pinion steering.

### **TRANSMISSION AND REAR END**

1. Transmission claim rule is \$250.00 in cash, no wrecker money needed and refusal is a \$150 fine with a two week suspension.
2. Drive shaft must be painted white. Safety loop mandatory towards the front of the drive shaft that measures 2" wide by ¼" thick continuous hoop welded or bolted to chassis.
3. Automatic transmissions only. Stock working torque converters only 12" minimum. NO POWER GLIDES OR METERIC 200'S. Transmission must have three speeds forward and one reverse.
4. Stock rear end/gears only. Locked rear ends allowed. No limited slip or posi traction allowed. Aftermarket stock replacement axles will be allowed (Mark Williams or Moser Axles as an example).
5. No independent rear suspension.

### **ENGINE**

1. Engines which are standard bore must use stock positions. Engines may be bored to a maximum of .040 over the standard bore size. Stock type case aluminum dished pistons, with a minimum recess of .040 MUST be used in any engine with an overbore. All engines, including those that are overbored from standard size must still adhere to the maximum compression rule. 9.5 to 1 compression ratio, 150 compression maximum. No intermarriage of rods or crankshifts to blocks allowed.
2. The engine must be the same make as the Chassis. GM to GM, Ford to Ford/Mercury/Lincoln or Mopar to Dodge/Chrysler/Plymouth. Must have original mounts and may not be altered in anyway. STOCK CAMS ONLY!!
3. Motors: 307 Olds, 305 Chevy, 302 Ford and 318 Mopars only. No fuel injection. Stock appearing oil pans, no kick outs. 410 life rule + or -10. No angle milling or performance enhancing work on heads or blocks. Blocks may not be decked. Stock heads only, no vortex heads. No grinding of any castings. Casting marks and numbers may not be removed. Valve size must match head used. 1.86 valve maximum, 1.5 exhaust maximum. No more than .40 valve shims allowed to obtain stock valve height. No interchanging of rocker arms, ratios. No screw in studs. No roller cams. Stock balancer only, aftermarket balancer allowed but must be minimum of 6 ¾" in diameter and 1 ⅜" in width/thickness. No lightening of balancer. No aluminum balancers allowed. Stock ignition only (stock working order). No aftermarket ignition allowed. O.E.M. distributor only. No center dump manifolds, must be cast iron only. No factory O.E.M. or aftermarket type of header allowed. No 1987 or newer truck manifold allowed. Exhaust must extend beyond the driver's seat. Oval offset muffler ONLY. No clamps, muffler must be welded.

### **CARBURETION**

1. Holley "4412" carburetor only. No alterations allowed, must maintain stock measurements. \$250 claim on carburetor.
2. No open air cleaners.
3. Carburetor adaptor rule - maximum 1" thick aluminum spacer only with two straight perpendicular holes the sale size. No adjustable spacers or sliders allowed.
4. Stock fuel pumps only. No electric fuel pumps. ⅜" maximum diameter fuel line. No race gas, pump gas only.

### **TIRES AND WHEELS**

1. Wissota 35 Hoosier tires only. Grooving, siping and grinding allowed.

2. Both front wheels may be reinforced to prevent their loss during the race. Stock or steel spoke wheels with 3" offset only. 8" wide wheels allowed. All wheels MUST use oversize lug nuts.
3. Loss of a tire or wheel or flat tire means you leave the track immediately.

## **HORNET RULES**

### **GENERAL**

The sole intent of this class is to provide a low cost entry level class. These cars are to be strictly stock and intended to stay that way. Any infractions to these rules and the car and driver will be disqualified from the class. Officials decisions will be final. Officials will deal with drivers only. Drivers are responsible for the conduct of their pit crew and will be penalized for their inappropriate behavior.

1. Parents of minors, the driver is the spokesperson for the car (not you)!!
2. If you hold a license, temporary or regular in any other class you WILL NOT be allowed to race a hornet.
3. The minimum age of the driver is 14 years of age. Any driver under the age of 18 must have a release form signed by a parent/legal guardian.
4. All cars must be safety inspected prior to being allowed to race. If any car is found to be unsafe by race officials that car will not be allowed to race until the infraction is corrected.
5. Random checks will be done on any number of cars. Motor teardowns may be performed by track on any car.
6. Full face helmets (Snell SA2000 or newer required), fire suit, window net and seat belts are mandatory at all times on the track.
7. No alcoholic beverages may be consumed until ALL classes of cars have completed racing. Violation of this rule will result in disqualification and/or suspension.
8. No unsportsman like display of temper on the track, infield or in the pits at anytime.
9. Penalties: If found illegal, fines and/or penalties will be imposed by Spring Lake Speedway. Fines must be paid prior to a driver competing in any class at Spring Lake Speedway.
10. Raceceivers are mandatory.
11. Anything not covered in this rules or the general track rules will be decided by the track officials. OFFICIALS DECISIONS ARE FINAL.

### **ELIGIBLE MODELS**

1. Any 3 or 4 cylinder United States domestic market (USDM).
2. Front wheel or rear wheel drive only. No four wheel drive or all-wheel drive allowed.
3. All cars must have an open differential. No posi or limited slip.

### **INTERIOR**

1. Steering and pedals must remain stock. Dash can be removed and replaced with tubing welded to the roll cage to support dash area to accommodate gauges.
2. All air bags must be removed.
3. Interior floor pan must be complete. No holes in pan allowed.
4. Racing seats are mandatory and must be fastened to roll cage.

### **ENGINE COMPARTMENT**

1. The engine must remain completely stock for make/model/year. USDM only.
2. Stock transmission.

3. Headers allowed. Exhaust pipe must be leak free and run from engine to an area behind the driver. Catalytic converter can be removed, maximum 2 ½" ID piping. All pipes must be secured through the entire system. No part of the exhaust shall be in the driver's compartment. Exhaust must exit out of the back of the car or the driver's side. MUFFLERS ARE MANDATORY. Glass packs or stock O.E.M. oval offset mufflers are allowed. NO TURBOS.
4. Battery must be in stock location or passenger side floor board covered and secured by minimum 1/8th" x 1" steel strap with minimum 3/8" hardware.
5. All insulation under the hood must be removed.
6. Cold air intake allowed.

## **BODY**

1. Sunroof opening must be closed.
2. Remove all glass. Broken glass must be removed from inside the car before arriving at the speedway.
3. A screen must be installed, to replace windshield. See tech for any lexan windshields.
4. All doors must be chained to frame or welded shut.
5. Bumpers must be chained to frame. Bumpers can be stock or replaced with a single tube with a hoop to protect radiator. 1 ½" .095 diameter tubing only. NO heavily reinforced or cow catcher front or rear bumpers will be allowed.
6. Hood and trunk must be secured with hood pins only. All factory hood and trunk latches must be removed.
7. Gutting of door panels to allow installation of roll cage is allowed. Doors must maintain stock appearing configuration.
8. All body panels must remain stock. Hoods, trunk lids, front and rear quarter panels may be skinned for easy repair.
9. Floor boards, front and rear firewalls must be complete and intact. No holes allowed.

## **SUSPENSION**

1. Steering and suspension must remain stock. Ride attitude must be maintained.
2. ½" camber allowed measured with carpenter square.

## **WEIGHT OF CARS**

1. Cars must weigh a minimum of 2100 pounds. Add weights for the following: more than three valves/cylinders: 100 pounds DOHC: 100 pounds.
2. Ballast may be added to the car. Loose objects will not be allowed in the driver's compartment. Any weight added to the vehicle must be securely mounted using a minimum of (2) ½" bolts through the weight. Weights must be painted white and have your number painted on the weight. If for any reason a weight falls off the car will be disqualified from the race. When adding weight to the car it must be added in such a manner as to displace the weight evenly across all axles.
3. Minimum weight must be written on left front fender in 2" high numbers in such a manner that it is readable by the scale operator.
4. Management reserves the right to change any car's minimum weight to equal the field. Winners of two or more races may have to add 100-500lbs at management's discretion.

## **COOLING SYSTEM**

1. Any radiator allowed which will fit in the stock mounts. An overflow container must be mounted in engine compartment.

## **GAS TANK**

1. If gas tank is ahead of the rear axle, it may remain in place. It is recommended that a skid plate be installed to protect tank from bottom. If the gas tank is behind axle it must be replaced with a fuel cell (max 6.6 gal). Must be covered in hatchback in a metal case. FUEL CELLS MOUNTED IN THE TRUNK ARE HIGHLY RECOMMENDED.

## **TIRES**

1. Dot tire with a maximum aspect ratio of 50, 55, 60, 65, 70 or 75 only.
2. Maximum rim diameter 16" and same size rims on all four corners.

## **SAFETY**

1. Helmets are required and must be a minimum of Snell 2000 SA rated (Snell 2005 SA rated recommended). Helmet must be worn at all times when the car is on the track and must accompany the vehicle at time of inspection. The helmet must have a face shield or eyewear protection, which must be in place when on the track.
2. Shoulder harness, belts, restraints and nets. A competition shoulder harness at least 3" wide and a lap belt at least 3" wide are required. No O.E.M. factory type shoulder belts or straps allowed. Metal to metal buckles are required on the shoulder harness and lap belt. The harness must be mounted in at least 5 points below the drivers shoulder sub strap. Belts must be no more than five years old. Window nets with a quick release type latch at the top is mandatory.
3. Roll bar padding and neck braces are strongly recommended.
4. Gloves and flame-retardant nature (nomex type) material driving suits required.
5. Fire extinguisher required. 2lb BC rated mounted in quick release bracket within reach of driver. Metal brackets only, no plastic brackets allowed.

## **ROLL CAGES**

1. Main cage must be a minimum of 1 ½" outside diameter .095" mild steel tubing. Three driver door bars are mandatory. Vent bars are also mandatory. Must consist of continuous hoops not less than the 1 ½" outside and wall thickness of .095".
2. Must be frame-mounted in at least six places.
3. Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the tech inspector. Drivers head must not protrude above the cage with a helmet on and strapped in the drivers seat. Roll cage must be securely supported and braced.
4. Low-carbon, mild steel tubing is mandatory. No iron pipe or square tubing allowed. No brazing or soldering allowed.
5. Roll cage must have a 3/16th" inspection hold in a non-critical area.
6. Side door bars must be as parallel with the ground as possible and located perpendicular to the driver, so as to provide maximum protection for the driver but without causing undue difficulty in getting into or out of the vehicle. The side bar must be welded to the front and rear of the roll cage members. No brazing or soldering allowed and must be attached to the frame in at least four places.

## **KILL SWITCH**

1. A kill switch is required and must be within easy reach of the driver with the shoulder harness and lap belt fully cinched. The switch must be clearly marked "on" and "off".

## **MIRRORS AND RADIOS**

1. No mirrors or two-way radios of any kind allowed at any time.

#### **STEERING WHEEL**

1. Quick disconnect steering wheel is allowed as long as the steering wheel stays located in the stock position.

#### **BRAKES**

1. All cars must have brakes on all four wheels and must be in working order.

#### **NUMBERS**

1. Minimum 18" high numbers on both doors and roof. 6" high numbers on the front of the car.

#### **ELIGIBILITY**

1. Experienced drivers are acceptable but previous race driving experience may disqualify you. Management will resolve any questions of eligibility. The goal of this class is to be a beginner and an inexpensive class.

#### **MANAGEMENT CLAIM RULE**

1. Management has the right to claim any car at any time.
2. The claim amount for a hornet is \$1000. The claim amount does not include racing seat, seatbelts, fuel cell or any safety equipment.
3. If you refuse a legal claim you will forfeit any points trophies and prize money for the entire season. Car and driver will be ineligible to compete for the entire season.

#### **STREET STOCKS**

1. SLS Street Stock division will consist of open Street Stock. If you have an IMCA Street Stock, you must run under their rules (tires, etc...). If you have a Wisconsin Street Stock you must run under their rules (tires, etc...). If one of the two dominate, SLS has the right to modify the rules at the discretion of the SLS racetrack officials.