

Penn Can Speedway

2016

RULE BOOK

**MODIFIED
602 SPORTSMAN
STREET STOCK
FOUR CYLINDERS
FACTORY STOCKS
CRATE LATE MODELS**

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TABLE OF CONTENTS

DISCLAIMER/LICENSES	Page	1
INSURANCE	Page	2
HANDICAPPING	Page	2
SCORING	Page	2
GENERAL SAFETY	Page	2
PROCEDURAL RULES - ON TRACK:	Page	4
TRACK RENTAL	Page	5
RADIO COMMUNICATIONS:	Page	5
PROTESTS:	Page	5
MODIFIED and SPORTSMAN RULES	Page	6
MODIFIED ENGINE RULES	Page	17
602 SPORTSMAN ENGINE RULES	Page	20
STREET STOCK RULES	Page	23
4 CYLINDER	Page	32
FACTORY STOCK	Page	33
CRATE LATE MODELS	Page	35
RULE BOOK DISCLAIMER	Page	40

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events and, by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

The Promoters shall be empowered to permit minor deviation from any of the specifications herein or impose further restrictions that in the opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

The intended purpose of this rulebook is to make for an even playing field for all competitors competing at Penn Can Speedway. The Promotional Team and their designated officials will strive, to the best of their abilities, to enforce all rules fairly and with respect. The nature of the sport has proven that questions concerning rules and procedures will arise from time to time. The Promotional Team and their designated officials will deal with these concerns in an orderly and swift manner.

MEMBERSHIP LICENSE

1. All drivers/owners/crew members pay a \$50.00 fee to join the Penn Can Organization if paid before May 27th, 2016 and \$60.00 from that date forth. Members are subject to conform to the rules herein.
2. A license is issued to one person and is not transferable. The license must be shown at each race meet in order to get a pit pass, and can **ONLY BE USED ONCE PER RACE MEET.**
3. In the event that the car is owned by a partnership or corporation, license will be issued to one person only. Corporate name may appear on the membership application and license, and all prize money will be issued in the name of the corporation.
4. Any member who permits someone else to use his license shall be fined not less than \$100.00 and/or be disqualified.
5. **Drivers must be members of the Penn Can Membership Organization in order to be eligible for any point fund money at the end of the season.**

INSURANCE BENEFIT PLAN

1. Each pit entrant who has signed the release sheet for the event when he or she has entered the pit area is entitled to benefits arranged by Penn Can Speedway.
2. It is highly recommended that all competitors carry additional life and medical insurance.
3. Anyone involved in an accident while on the racing premises and who does not report to an official in charge before leaving the premises (providing they are able to make such a report) will not be eligible for benefits prescribed under the Benefit Plan.

HANDICAPPING

1. The number of cars to be qualified in each heat will be decided by the track handicapper and announced before the first heat of each event.
2. If a driver qualified two or more cars, he must drive the last car qualified in the feature race. The other cars are not eligible. Only the first car is given handicapped positioning in the heat and feature. The second car has no points. Car and driver must be qualified except for guaranteed starters. On postponed events, the driver is qualified. (If a driver qualifies a second car, the driver one position out of qualifying in the heat of the scratched car moves up into a qualifying position.)
3. All driver changes must be reported to the handicapper/pit steward. All drivers that change cars must go to the rear. (Driver's responsibility)
4. No car can compete in (2) two classes without special permission.
5. Points are official when posted on the pit board. If there is a mistake, owner or driver has five days from posting to protest.
6. Handicap points will be based on points earned over the past three completed programs. (Cars not entering those programs will be handicapped as if they had won those programs missed plus one point.) Handicapping points are available from the handicapper nightly.
7. The handicapper has the power to disqualify any car that he deems the numbers are not legible, however the owner must be given at least one week to correct.
8. Bubble cars will be used (top 3 will be listed).
 - A. Must be on standby and ready (we will not hold the race up for them).
 - B. Will be used only if there is not a full field of cars on the track (if a guaranteed/provisional starter fills the field, a bubble car will not be used).
 - C. Once the green flag has been dropped, bubble cars will not be used even on an original restart unless there was an original opening (cars dropping out would, of course, receive green money).

SCORING:

1. When the caution flag comes out all drivers will line up single file for scoring. Track officials will then instruct drivers where to go if there is a dispute.
2. During a caution period, it is the driver's responsibility to watch track officials for line-up instructions. Drivers not following the immediate instructions of the on track officials, and hold up the race, will be sent to the rear or to the pits if necessary and face suspension.

GENERAL SAFETY

DRIVER

1. Drivers seat must be securely fastened to frame or cage in six spots, four (4) on bottom and two (2) on seat back. Six (6) 3/8" bolts minimum. Seats mounted over drive lines must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat.
 2. Mandatory functional padded headrest or high back seat must be in line with center of driver's head.
 3. Mandatory - shock resistant roll bar padding on all bars that drivers head may come in contact with while strapped in seat. Also on cars with center type steering, both housings must be padded with same type of material.
 4. Mandatory While Driving Snell approved 2005 or newer, and not older than 5 years old from production date. Head Sock recommended. Firesuit Mandatory Min SFI 3-2A/1, 1 or 2 piece suit permitted. Must be in good condition – No tears, holes or non-working zippers. Proban Suits allowed – not recommended. Nomex underwear and socks recommended. Fire Proof driving shoes recommended. Gloves Mandatory – must be minimum single layer, **Nomex Competition Gloves** – NO Mechanix, Ringers, Etc...Gloves must be in good condition. Neck support Mandatory, either collar type support or SFI rated neck support systems.
- BELTS:** Must be SFI dated and tagged by Manufacturer, NO Date older than 5-years from production date. Any Belts without tags will be considered expired. Strongly recommended to replace belts after any strong impacts. Minimum 5-point harness with a minimum of 3" wide lap and shoulder straps and minimum of 2" wide submarine belt. 6-point harness recommended. All belts must be mounted as per manufactures recommendations.

5. Fire extinguishers - All crews should carry operable fire extinguishers capable of putting out fuel and oil fires. On board flameout system recommended for car.

6. Neck collars are mandatory in all classes.

CAR

1. All cars are subject to inspection at any time and must be free from mechanical defects and be in safe racing condition.
2. Drive Shaft Cover Mandatory. All cars with open shafts must have a tunnel, minimum of 1/8" thick steel from 2" under front edge of seat to back of transmission covering shaft and "U" joint on top and both sides down to floorboards. It must be held in place with a minimum of four (4) 3/8" diam. bolts at bottom to a substantial cross member. A 360 ° aluminum tubing of not less than 1/4" wall of 6061 -T6 material will be accepted providing it covers complete shaft and "U" joint back to seat. No cast or welded tubing. This drive shaft cover must be a solid unit with no cutaways for lightening purposes.

Drive shafts must be painted white. (Except aluminum or carbon fiber tube)

NOTE: Closed drive type cars, torque tubes, or bells that already have a 360° covering from "U" joint back to seat will be accepted as is. Any car that has a suspension link such as a torque arm, coil over or trailer bar in the driver's compartment, must have a steel cable

(1/4" in diam. or more) or clamp around it limiting its range should it break loose from its mount. It is recommended to have these parts free of sharp edges and padded. All classes require drive shaft loop that must go completely around the drive shaft of substantial material.

3. Seat and steering must be centered in frame, plus or minus 2". (Modified)

4. Mandatory 3" width safety belt and shoulder harness with 2 belts over the shoulder and of the quick release type. Also a minimum of one submarine strap. All belts must be securely fastened to the frame or cage. All safety belts must bear date of manufacture and can be no more than five (5) years old. Shoulder harness must pass over roll bar at driver's shoulder height.

5. A full screen of substantial material (no chicken wire or aluminum) must cover entire windshield area is mandatory. Windshields may be used for additional protection if they are in the driver's line of sight and are shatterproof mounted behind the screen. Modified only.

6. Steel roll over bars are mandatory. Front and rear roll bars must be connected at top (cage type). One side bar on each side at seat height is mandatory. Also proper bracing and triangulation on front and rear roll bars is required. Roll bars at 1 1/2" diameter will require a minimum of 0.095 wall DOM tubing. 1/8th in. inspection hole may be required drilled in main cage by inspector.

7. Gas line running through driver's compartment must be protected by rubber tubing. No cast iron fittings.

8. Wheels must have a minimum of five (5) lug nuts. For modifieds a minimum of three (3) lug nuts on front wheels only. No knock off hubs.

9. Exhaust headers must be safe for driver and exit past driver's seat.

10. No mirrors allowed.

11. All cars should be neatly painted and carry numbers at least 18" high on both doors - roof - and rear back and 8" numbers on front.

12. Inspector reserves the right to request body sheet metal to be replaced and painted should it get damaged badly.

13. Only approved fuel type hose may be used for fuel line. Steel braided fuel line recommended.

14. A reinforcing member of the same kind and size material as that used in the roll cage, or chassis shall be installed to the rear of the fuel tank, joining the rear-most portion of the chassis. Fuel tank must be secured by at least two steel straps: each strap must be a minimum of 1" wide. Each strap should be bolted with at least two (2) 5/16" grade five bolts. Fuel system must have approved tip-over valve/safety valve/breather.

15. The fuel shut off valve shall be labeled ON/OFF with a bright colored paint.

16. All vehicles shall have an ignition switch which is easily accessible within the driver's compartment. The ignition switch should be labeled ON/OFF with a bright colored paint. Master battery disconnect switch recommended.

17. Two (2) throttle return springs and a steel toe loop on gas pedal are recommended.

18. No air jacks for any division.

19. No drums or barrels of fuel on track premises unless in a restricted area.

20. No external distractions permitted. (Examples: rags, flags, stuffed animals, and streamers)

MANDATORY SAFETY ITEMS

1: **All cars will have a fuel shut-off within reach of the driver and clearly marked ON and OFF.** All lines will be run in a safe manner. All lines going through the driver's compartment will be in a rubber or steel conduit.

2: All cars will have an electrical disconnect switch within reach of the driver and safety crew that will kill all electrical systems on the car.

3: All cars must be equipped with a high-back aluminum-racing seat .090 thickness minimum. Must be mounted in a safe manner. No fiberglass or plastic seats, no bucket seats.

4: All cars must have a quick release steering wheel.

5: All cars must have 3" width safety harness. 5-point type must have quick release. Must have sub-marine belt. No belts more than 5 years old. Any belts regardless of age may be rejected if not in good condition.

6: All cars must have a complete windshield screen of substantial material. No half screens of any type. All cars must have a center windshield post connected to the cage. (Pure stocks/ street stocks)

PROCEDURAL RULES - ON TRACK:

1. The flagger's count of laps is official - the lap counter is only a convenience and has been known to be wrong on occasion.

2. Only safety crews and wrecker crews will be allowed on the track in the event of an accident. Crew members in violation may cause driver disqualification. **NO CREW MEMBER MAY LEAVE THE PIT AREA TO GO ON TO THE TRACK AT ANY TIME DURING COMPETITION.**

3. The track has the right to prohibit anyone suspended from another track from participation for the length of the offender's suspension.

4. No repairs to be made on the track at any time; you must report to the pits to make any repair no matter how minor. During restarts if a car needs oil, water or any attention and pulls off the track for any reason, this car must restart in scratch position.

5. All cars must be able to start without assistance. Any car reporting late to track will go to rear.

6. All cars must take the green flag to be eligible for payoff. (Feature event)

7. Starter has complete charge of track while racing. No protest allowed on a starter's decision.

8. On a caution or red flag, any car going to the infield or pit area must return to the rear of the field.

9. Any car intentionally stopped on the track by himself causing a caution light may be disqualified. Any car causing three cautions will be disqualified. The flagger may black flag any car causing unnecessary delays to the program or black flag for safety reasons.

10. Any driver guilty of violating any of the flag rules will be penalized at the discretion of the starter.
11. Rough riding will be left up to the discretion of the starter. If he feels that the occasion warrants, whether intentional or not, a fine not to exceed \$500.00 and/or suspension will be levied. Fined driver will not be allowed to compete until the fine is paid. All fines will be distributed at the track operator's discretion.
12. In the interest of safety, a car reentering a race from the pits after the green flag has dropped, and falls in the back of the pack as it passes the pit gate, will not be classified as a lap down.
13. When exiting the track, be sure your car is under control, a car could be stalled on the exit ramp as well as pedestrians crossing the lower end of the ramp. If necessary, take another lap on the track.
14. **Cars are required to take a cool down lap after the checkered flag falls.**
15. Track officials can at any time request the removal of any part or parts for inspection.

WEIGHING:

1. The first five cars are to report to the scales immediately after the event ends. It is the driver's responsibility to report to the scales when directed. If a car enters the pits he must immediately return to the track or he will be disqualified. Cars not reporting to the scales may be disqualified. The first car across the scales should be the winning car.
2. Any car tampered with before weighing will be disqualified.
3. If the winning car is directed by officials to Victory Lane before weighing, he must report to the scales immediately after the ceremony. It is the driver's responsibility to do this immediately.
4. Spot check of top 10 cars will be made by the weight master (at his discretion).
5. All weights are dry with driver. Cars found underweight will lose all winnings and points for that night including green money. The car will receive handicap points for that night as though he had won the race. Track scales are the official scales at each race meet. No protest or appeal allowed on scale official's decision.
6. Any car can voluntarily weigh when weight master is on duty (hopefully during fast and slow warm-ups). Voluntary weights will be strictly confidential and given to driver only.
7. Any car weighing, feeling that he might be in the top 5, but is not, will be classified as voluntary weighing; which is confidential and will not be used against him.

CREW:

1. No drinking of intoxicants by any participants allowed at any time before or during the racing program, or any evidence thereof by any driver, owner, or crewmember.
2. **At all race meets, driver and owner assume responsibility for the action of their pit crew in every respect. The driver and owner shall be the only spokesmen for the car and pit crew.**
3. In the event of a disagreement; any member taking physical action for any reason may be fined a minimum of \$100.00 and suspension for two (2) weeks minimum if owner, the suspension includes the owner's car. Suspension and fine may be extended at the discretion of officials and/or management.
4. **NO ONE SHALL ENTER JUDGES TOWER OR STARTER'S STAND DURING THE RACING PROGRAM EXCEPT OFFICIALS.** Officials have radio or phone contact with judges and can straighten out any problems. Offenders will be fined and or suspended.
5. Anyone deliberately disobeying an order of any official is subject to a minimum fine \$100.00 plus suspension and the car he is connected with will not be allowed to participate in future events until the fine is paid.
6. Both members and temp-members shall comply with all rules. The officials reserve the right to stop sale of dues or honoring pit passes to any undesirables.
8. Any driver or owner found violating these rules or specifications shall be subject to a fine, expulsion, or both, depending on the case.

PITS:

1. No excessive speeding in the pit area. Chief Pit Steward will enforce this rule.
2. All drivers must be ready to compete and have their cars in line before each event enters track or will be sent to the rear.

STARTS AND RESTARTS:

1. If there is an accident before the first lap is official, the field will be completely restarted with the car or cars bringing about the restart going to the rear of the field.
2. All restarts will be double file until the halfway point. From then on all restarts will be single file.
3. All cars line up in the pits during the race preceding theirs. It is the driver's responsibility to line up his own car. As the event pulls on the track all positions are final. Any car entering after that must run scratch. The event will not be held up for any car. If a car is missing in the line-up, positions will not crisscross unless the line-up man decides it is necessary.
4. On restarts, the pole man has the choice of inside or outside position, (he must assume that position himself). Pole man paces and starts the race from either in or out position. Pole man does not have the choice of inside or outside on original starts and original restarts.
5. Race should start on first full lap. Drivers causing extra starting lap may be penalized by the flagger.

GENERAL:

1. Any time the word "Stock" is used in this rulebook to describe cars, parts, or components. It is defined to mean a part or component, which is available over the counter from General Motors, MOPAR Corp, Ford Motor Company, or AMC Authorized dealer.
2. Program will not be held up for any car. Cars unnecessarily holding up any part of the program will be penalized.
3. The decisions made by all people in decision-making positions will be made to the best of their ability. Decisions will be final.
4. No radio communication allowed car to crew.

5. A time limit may be imposed on any event for the best interest of the speedway.
6. Puff test will allow 3 cubic inch above the class specified maximum cubic inch requirement for gauge accuracy and allowed for engine wear.

DUMPING OIL AND TIRES

PENNSYLVANIA ENVIRONMENTAL laws make it illegal to dump oil and tires. The speedway cannot take the responsibility of collecting used oil or tires. The law prohibits this practice.

1. Any race team found dumping oil or leaving used tires in the pit area will be fined \$250 by the track and turned over to local authorities for further prosecution.
2. The team will also be suspended from the track.

Oil and tires brought to the track by a race team must also be taken home after the racing concludes each race meet.

TRACK RENTAL

1. Penn Can Speedway offers speedway rental to those race teams in competition at the speedway.
2. The track can be rented (conditions permitting) for a period of four hours.
3. Rental is limited to no more than six teams who may share the rental cost. (Other arrangements can be made if more teams want to be involved.)
4. The rental period will be supervised by Penn Can Speedway officials.
5. Only one car will be permitted on the track at one time.
6. Speedway will provide an EMT. (If race team provides a certified EMT, deduct (\$50 from cost of rental.)
7. All people entering the ground during a rental must sign the waiver before cars can enter the track for practice.
8. Track lights will not be turned on during the rental. Those teams wishing to rent with track lights on must add \$150 for lighting.
9. Speedway officials cannot guarantee the condition of the track for mid week rentals but will do their best to provide an adequate racing surface.
10. Track rental cost for a four-hour session: \$600. This must be paid in full before the session takes place.

RADIO COMMUNICATIONS:

A one-way radio system will be mandatory for all cars competing in the Modified, 602 Sportsman, Street Stock, Factory Stock, Four Cylinder and Slingshot divisions at Penn Can Speedway. All drivers must have the ability to receive communications from the scoring tower during all heats, consis, and feature events. Cars not equipped with the one-way radio system will not be able to compete. No Exceptions and No Excuses.

Radio Procedures:

1. Penn Can Speedway will use a one way radio system to communicate with the drivers during racing events. This system will have a driver's frequency the same as other tracks using this system in the area.

2. Radio communications will be used only during caution flag periods for the safety of the driver and for line up problems.

3. During caution flag periods, cars should line up single file on the track. Any cars out of order will be told their proper restart position. The driver will have one lap to get into his correct position as indicated by the scoring tower spokesperson.

4. Any driver failing to assume the correct position after one lap will be sent to the rear of the field. (This will also be enforced for cars with inoperable radio systems.) If driver refuses to get into the position they belong, rather than hold up the race, they will no longer be scored and will be subject to suspension and/or fine.

5. Any car stopping on the track to dispute his position from the scorers will automatically be sent to the rear...no questions asked!!!

6. Any car stopping on the track a second time during the same event will be sent to the pits.

7. The track will monitor all tower transmissions from various speedway locations to insure the system is working properly at all times.

8. It is the race team's responsibility to have radios in good working order. Radios will be considered working parts of the racecar and will be treated as such.

9. Two-way radio communications between pit crews and driver is prohibited.

PROTESTS:

1. Only a driver or owner may file a protest.

2. All protest must be in writing to the pit steward (official in charge at pit board) within ten minutes of the conclusion of the event. The written protest must state exactly what is being protested on the car in question. Only one particular part allowed per protest. All protests must include money.

3. Any crewmember interfering with the protest process will cause the protest to be disallowed or disqualification of the protested car depending on the crewmember in question.

4. Any measurement taken by track officials shall be presumed to be correct.

5. Findings of the track officials are final.

6. Disqualified cars: A. Disqualified driver/car will receive no points or money for that night. B. Handicapped as if absent. C. Must be inspected before being allowed to race again and all fines must be paid.

7. If a formal protest is made, the payoff may be delayed until the protest is satisfied.

8. Any finish order inquiry must be made within ten minutes of the posting of the official finish and must be made to the pit steward. A check of scoring will then take place and the official finish will either be recertified or corrected.
9. Any protest deemed retaliatory or lacking in substance may be disallowed at the discretion of track officials.
10. Visual protests must be made before the event begins.

PROTEST FEES:

- | | | |
|------------------------|-------|--|
| A. Illegal Part: | \$100 | |
| B. Illegal Weight: | \$100 | |
| C. P & G | \$100 | |
| D. Internal motor part | \$300 | (\$200 going to protested car if legal, \$200 returned to protester if illegal.) |

MODIFIED and 602 SPORTSMAN RULES

MODIFIED AND SPORTSMAN MINIMUM SPECIFICATIONS –

FRAME:

1. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The topside bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1-1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
2. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be directly welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rules will govern the width dimension.
3. Only two roll bar diameters will be permitted. Roll bars of 1 3/4" diameter will require a minimum of .095" wall thickness. Roll bars of 1-1/2" diameter will require .120" wall thickness.
4. A minimum clearance of 1-1/2" is required between the top of the normally seated drivers helmet and the underside of the horizontal roll cage bars.
5. Shock resistant roll bar padding must fully cover all bars that that may come in contact with the driver's head while strapped in the seat. On center type steering, all housings, lines, and fittings must be covered with shock resistant roll bar padding. The steering wheel center must also be padded. The starter housing and any other points of contact that could potentially injure the driver must also be adequately padded. It is recommended that this padding is flame retardant.
6. All cars must have a functional padded head rest which must be in line with center of driver's head, if not built into the seat.
7. Adequate window openings on both sides of the car must be maintained for emergency exit of the driver. The minimum opening size is that which will allow a rectangular box with dimensions of 12" high by 18" wide by 30" long to be passed through the inside of the car from one window through to the other side. Any obstacles other than the driver's head rest, which prohibit the passage of the inspection box through the cockpit, must be removed.
8. All cars must have a drive shaft cover. All cars with open drive shafts, must have a tunnel, made from a minimum of 1/8" thick steel which extends from 2" under front edge of seat to the back of the transmission covering the shaft and "U" joint, and output flange on top and both sides. It must extend completely down to floorboards. It must be held in place with a minimum of four 3/8" diameter bolts at bottom connected to a substantial cross-member. This drive shaft cover must be a solid unit with no cut-aways for lightening purposes.
9. Two steel safety rings diameter to suite x 1/4" wall thickness x 2" wide, each fastened by two 3/8" grade 5 bolts to the torque arm side plates or the frame must be installed around each universal joint.
10. Closed drive type cars, torque tubes, or bells that already have a 360 degree covering from "U" joint back to seat will be accepted as is. To protect the driver, any suspension link such as a torque arm, coil over or trailer bar inside the driver's compartment must have a steel cable (1/4" in diameter or more) or clamp connecting it to a substantial cross-member to limit its range should it break loose. These parts must have no sharp edges and must be padded.

11. Firewalls, both front and rear are mandatory. The rear firewall must extend from the top of the fuel cell to the belly pan to isolate the driver from the fuel cell. A minimum thickness of .050" aluminum or steel is required. A minimal amount of sheet metal may be cut out for drive shaft clearance. The front firewall must fully isolate the driver from the engine compartment.
12. Belly pans are mandatory and must extend from front firewall to rear firewall and be attached at both spots. It is mandatory to have a separate floor to protect the driver's feet in the event the under pan falls off. This extra floor must be attached to the frame or cross-member or both, and extend from

SEAT AND SEAT BELTS

1. All cars must be equipped with 5 point seat belts to SFI 16.1 specifications. All belts must be securely fastened to the frame or cage. Bolts may not be inserted through webbing for mounting. 3.2.2 Seat belt webbing that comes into contact with any sharp or unradiused metal edge must be protected from that edge by means of push on grip vinyl trim. The areas of concern are the webbing slots in the metal racing seats. All the seat manufacturers either roll the edge or supply the seat with trim protecting the webbing from abrasion or cutting under impact conditions.
Webbing entry slots into the seat with an existing metal roll of 1/8 inch smooth radius will not require vinyl trim.
2. The areas where the webbing slot has been enlarged by filing or cutting are of particular concern. In most instances the edges have been left sharp, increasing the incidence of belt failure. As racing seat belts are subjected to severe conditions, it is required that worn/frayed belts are replaced immediately. We encourage that undamaged belts are replaced every 24 months. The date sewn into the webbing should be used as a guide. Belts older than 36 months will not be permitted for the 2015 season. Damaged belts will absolutely not be permitted.
3. Driver's seat must be securely fastened to frame or cage in six spots, with a minimum of six 3/8" bolts, four on bottom and two on the seat back. All seats must have a minimum 1/8" steel plate under and up the back 4" and be as wide as seat. The seat must be one piece high back type only. The seat must be made of aluminum only (no fiberglass). A full containment seat or aftermarket bolt on head restraint is highly recommended.

4. DRIVER'S EQUIPMENT

1. **All drivers must wear a SA 2005 or newer SNELL approved full-face helmet.**
2. All drivers must wear a clean one or two piece SFI driver's suit, quilted or with underwear, head socks, gloves, foot socks and shoes.
3. **Arm restraints are highly recommended. Neck braces are mandatory.**

FUEL

1. All crews must carry an operable fire extinguisher of 20 pound marked with the car number in 2 inch numbers/letters in the rear of their transporter, capable of extinguishing gas and oil fires!
2. On board "flame-out" systems fitted in the race car are recommended.
3. A fuel cell with a maximum capacity of 24.5 U.S. gallons is mandatory. No pressure tanks are permitted on fuel systems.
4. The fuel cell must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060". The cell must be fully foamed with just a minimal cut-out for filler. Cut-out may be no larger than 6" wide by 10" long by 7" deep. Fuel lines must siphon from the top only. There must be a one way safety valve in the vent line. Fuel tank must be mounted behind driver.
Fuel tank must be secured by at least two steel straps (each strap must be a minimum of 1" wide) and bolted with at least 5/16" diameter grade five (3 line) bolts.
5. Fuel cells should be to SFI 28.1/2 or FT3. No fuel cell bladders may be older than 5 yrs from date of manufacture.
6. A horizontal bar with minimum dimensions of 1" by .095" wall thickness must be mounted behind the fuel cell for rear impact protection.
7. No racing fuel in drums may be brought on to track premises.
8. A fuel shut-off valve must be mounted within easy reach of the driver and the safety crew. It must be labeled in a clearly visible location with words FUEL ON/OFF with a bright colored paint or decal.
9. A minimum of two throttle return springs and a steel toe loop on gas pedal are required. Throttle return springs must be mounted in two different locations.

ANCILLARIES

1. All cars must have an ignition switch, which is easily accessible within the driver's compartment. The ignition switch must be marked ON/OFF with a bright colored paint or decal and be clearly visible and easily accessible to the safety crew.
2. Fuel lines, power steering lines, and fittings running through the driver's compartment must be of made from an approved braided type line only. No plastic or glass fuel filters permitted. High pressure lines and fittings or hot fluid lines running through the driver's compartment must be encased or shielded by a deflector to prevent driver injury.
3. All cars must at all times have four wheel hydraulic brakes in good working order. Brake tests may be held throughout the year.
4. Rear wheels must have a minimum of five lug nuts. A minimum of three lug nuts is required on front wheels only. No knock off hubs are permitted on any wheel.
5. Exhaust headers must be safe for the driver and exit past the driver's seat.
6. **All exhaust pipes must exit facing the rear of the car and be directed in such a way as to disturb as little dust as possible. Pipes may not exit through the doors or in front of the rear tires.**

BODY

1. No mirrors or reflecting devices permitted.
2. Inspectors reserve the right to request body or sheet metal to be replaced and painted if it has any sharp edges or is not looking presentable to the sport.
3. No oil cooler may be mounted external to the bodywork. All oil cooler piping shall be routed under the bodywork, as safely away from driver as practical.
 - A) Oil coolers may be no further forward than the centerline of the rear axle. The cooler must be horizontal and flush with the cut out in the deck.
 - B) Oil coolers with a duct covering them on both sides and the rear may be mounted further forward than the center line of the rear axle.
 - C) Oil coolers may be mounted under the hood ahead of the motor.
4. Maximum rear spoiler height, regardless of ride height, may not exceed 50". This height will be randomly measured during an event. Cars not in compliance will be excluded. It is suggested that manufactures do not make tall cars that can only pass tech at low ride heights. The following racecar driver must be able to see through for clear view of track ahead.
5. All cars must have a full steel windscreen (rock guard) of substantial material with a maximum individual hole opening of 2" by 1" by 1/16" (no chicken wire or aluminum). Screen must cover entire windshield area left to right across the cage and from top of cage down to hood or cowl. Clear lexan or safety glass windshields may be used for additional protection if they are in the driver's line of sight. They must be shatterproof and mounted behind the screen enabling driver to wipe them clean. Any additional windshield must not obstruct the emergency exit of the driver.

BATTERY

1. The battery must be properly secured and must have top and terminals completely covered by rubber.
2. Modifieds and Sportsman 12 volt only, 14.3 volt maximum. No step up transformer or any other device to increase voltage allowed!
3. A battery shut-off switch is MANDATORY! Must be marked ON/OFF with bright colored paint or a decal. The switch must be mounted on the left side inner panel. (Above the steering post) The knob must be outside the panel clearly visible, and easily accessed by the safety crew. It must be wired to cut off the HOT (pos.+) side.

BODY STYLE AND DIMENSIONS

ALL MEASUREMENTS MAY BE TAKEN WITH OR WITHOUT DRIVER AND OR WITH OR WITH OUT FUEL.

TOLERANCE PERMITTED ON ALL BODY DIMENSIONS IS MAXIMUM ½" (ONE-HALF INCH). THIS IS A TOLERANCE. NOT A DIMENSION TO BE ADDED TO THE BODY DIMENSIONS.

BODY MATERIAL

1. Only aluminum or steel will be permitted for all inner and outer body panels.
2. A maximum of 4" vertical plastic material extending below the metal body panel is permitted. The plastic thickness shall be between .090" and .125" and an overlap of 2" to secure to the doors/door extensions will be permitted. Doors/door extensions must still have a minimum of six inches of ground clearance including plastic material
3. The overall dimensions of the doors and door extensions must meet the specifications.
4. The roof must be fiberglass only.
5. Hood, hood scoop, windshield cowl, right rear inside tire clearance cover and front spoiler may be constructed of either fiberglass or aluminum.
6. Only CLEAR lexan will be permitted for the rear spoiler and the rear wing windows. NO STICKERS OR WRITING WILL BE ALLOWED ON THEM!

ROOF

1. The roof must be centered from side to side on roll cage and also be centered on frame (No offset bodies). Leading edge of roof must be fastened in a stationary position a minimum of 33" and a maximum of 48" in front of rear axle centerline. The roof must be securely fastened at the back and on both ends.
2. Length of the roof: maximum 60", minimum 48". Width of roof: maximum 52", minimum 48". It must display a turtleback style and shape with at least 3/4" belly front to rear and 3/4" side to side. The roof contour must fit PCS's roof template patterns left to right and front to back (NO FLAT ROOFS). Front lip may not be more than 1/2". Side edges may be no longer than 11/8" break.
3. The roof cannot change shape or location while racing.
4. Overall height (top of highest point): minimum 52", maximum 61", measured from the ground. Maximum roof angle is 5 degrees.
5. The roof must be one piece fiberglass only and be a single ply, one contour inside and out. No carbon fiber. Roll bars must be exposed. No vertical metal used to mount roofs will be permitted covering the roll bars. The roof must weigh a minimum of ten pounds.

FRONT DOOR POSTS

1. Door posts must be flat aluminum sheet metal Only! They must go in a straight direct line from the roof to the doors. From a side view they must be seen as a 2" dimension. They must be no wider than 2". They may be beadrolled or have a lip for re-enforcement, but can't exceed a 3/8" maximum thickness at that area. The material thickness used may be a minimum of .050" to a maximum of .090" inches. Only a one-piece construction will be accepted! There will be no Tolerance on these measurements. Door-posts must attach securely to the metal roof support and doors! They may be bolted with a min. of (2) 3/16" bolts to the door bracket for the ease of fabrication!
2. No lexan vent windows or excessive sheet metal will be permitted in the vent corner where the post meets the door panel.

REAR WING WINDOWS (DIRT STYLE BODIES)

1. All rear wing panels and windows must resemble a current OEM body style. Their upper profile may not protrude above a straight line drawn from the rear of the roof to a point 3" higher than the rear deck. There must be at least a 2" indent in the profile, so as not to make this panel a fast back.
2. The maximum base length may not exceed 61". Left and right must be of the same style and dimension! See example of Body Style in back of book.
3. All window styles must be nominally 160 square inches (suggested 10" tall X16" long), clear, smooth lexan with no bends or breaks.
4. No writing or decals permitted on the wing windows.

5. Rear view of the wing window must go in a straight line from top of quarter panel or bodyline to the roof, with a maximum gradual bow of 2" in the center of wing window.

REAR WING WINDOW / SIDE VIEW / REAR VIEW

BODY WIDTH AND GROUND CLEARANCE

1. Body width (measured anywhere along the body line, front or back): 68" maximum, 64" minimum.
2. Minimum chassis ground clearance 2 1/2".
3. No fan or ground-effects cars are permitted.
4. No rubber skirts, fins, or spoilers of any description are permitted under the car.
5. A 2" max air deflector is permitted in front of radiator to facilitate cooling.

DOOR PANELS

1. Side door panel: minimum 60", maximum 70" in front of centerline of the rear axle. Doors, front door extensions and rear quarter panels must be flat and mounted in a vertical position. They must remain flat with no louvers, bead rolls, holes or protrusions from top to bottom. The exception being for rub rails. Doors may have a max. of a 1" long lip at a 45 deg. outward angle 1/2" away from the sheet metal for the purpose of reinforcement. This will be allowed at the top and bottom of the panels. All outside sheet metal, door panels, door extensions, air dams, front nose & hood fins must be the same shape, size, and angle on both sides of the car.
Doors must match each other from side for side. (Must be symmetrical)
2. Bead rolls around the outside perimeter of these panels and the wing windows will be allowed. Bead roll edges must face towards center of chassis.
3. Front door extensions will be permitted up to 20" behind the front axle centerline.
4. Front door height must be a maximum of 38" and minimum of 30" from the ground measured at 60" from rear axle centerline.
5. Ground clearance on the bottom of the doors must be a minimum of 6" and a maximum of 12" from the ground.
6. All doors and rear quarter panels may have a maximum lip of 1 1/2" rounded at 90 degrees and facing inward only, on the top and the bottom.
7. At the top of the doors and rear quarter panels, a lip angled out at a maximum of 45 deg., protruding away from the door no more than 1/2" and no more than 1" in length before it bends inward for strength will be permitted.

REAR QUARTER PANELS

1. Rear quarter panels must match each other. (Must be symmetrical)
2. Quarter panels must be a maximum of 47" and a minimum of 40" from the ground at the rear and continue in a straight line with top of door.
3. A fender flare, up to a maximum of 2" from the body may be used, but the overall body width must still be maintained at a 68" maximum.
4. Rear quarter panels can extend back to 48" maximum at top and may incline down to 44" maximum at bottom measured from center of rear axle to rear of car.
5. Ground clearance on rear quarter panels must be a minimum of 8" and a maximum of 16".

REAR SPOILER

1. The rear spoiler must be clear one piece lexan with a maximum height of 5" from the rear deck and must not have any writing or stickers on it.
2. The rear spoiler must be non-adjustable (no hinges or slides).
3. No metal Gurney tabs permitted. Lexan may have brake (top only) for rigidity.
4. Spoiler maximum height from ground is not to exceed 50".
5. A maximum of four vertical supports may be used to fasten the spoiler to the rear deck. These supports may not exceed 2" in vertical height and 10" in length.

REAR DECK

1. Must be a maximum height of 47" and minimum of 40" from the ground.
2. Rear deck lid (i.e. trunk lid) must be fully enclosed from quarter panel to quarter panel and have a minimum height of 9" and a maximum of 14" in vertical coverage behind the fuel tank.
3. Left and right rear trunk lids must be symmetrical in size and shape and show no specific bulge or extension to cover fuel filler hose or apparatus within the 9" to 14" of vertical coverage. This panel must completely cover the fuel cell, filler hoses, and vent lines.

Older cars with tall gas tanks may have a step in the deck to accommodate the tank.

4. The fuel tank must be completely enclosed from the bottom of this panel to the bottom of the fuel cell.
5. The fuel cell must also have both sides completely covered by sheet metal in addition to the container it is enclosed in. Within these dimensions there can be no openings.
6. No openings from top of fuel cell to bottom of trunk lid are permitted.

HOOD, NOSE, AND FRONT SPOILER

1. The hood, nose, and front spoiler can be no wider than 36" and no narrower than 24".
2. The nose-piece must end at the front of the shock towers.
3. The spoiler must be separate.
4. Shock covers or deflectors may not be part of or riveted to the nose or spoiler exceeding the 36" width maximum.
5. Fabric shock covers are permitted as long as they are used for the prevention of dirt getting at the shock piston and not used for any aerodynamic advantage.
6. The front spoiler must not extend any more than 20" in front of the front axle centerline.
7. The front spoiler must be non-adjustable (no hinges or sliders).
8. The hood shall be considered from the front roll cage to on top and even with the front of the radiator.
9. The nose piece shall start where hood ends and end at the shock towers!
10. Both hood and nose may have 2" maximum lip up on both sides following the contour of the body. Both lips must be symmetrical!
11. The hood, nose, and spoiler may not overlap each other's location on the frame.
12. Any part of hood may not exceed 10 degrees nor can sheet metal have an opening or extrusion between the hood and nose.
13. The hood must extend over the radiator and have complete sides.
14. Front spoiler may have 2" maximum lip up or down on both sides following the contour of the spoiler, not exceeding the maximum width of 36 inches

HOOD SCOOP

1. The hood must be fully enclosed.
2. Two options of hood scoops mounted on top of the hood for the purpose of enclosing the carburetor, or ram air will be permitted providing they meet the following specifications.
3. Both style scoops may be made of fiberglass.
4. Ram air type scoop: Maximum length, 30" measured from rear motor plate to front of hood scoop. Maximum width 18". The front vertical opening of the scoop can be a maximum of 6" at the beginning of the scoop only. The overall height of this scoop must maintain a minimum of 8" of vertical vision for the driver. This measurement will be taken from a horizontal line from the highest point of the hood scoop to the lowest point of the front roll cage and/or roof. Hood scoop must be fastened to the hood and completely enclose the carburetor and air filter.
5. The conventional no ram air scoop: a maximum of 25" is permitted from center of the carburetor forward to end of scoop! The width permitted is a maximum of 22". The height must maintain a minimum of 8" of vertical vision from the top of the scoop to the lowest point under roof or roll cage, and completely enclose the carburetor and air filter.

INTERIOR SHEET METAL

1. Any horizontal body support, other than the inner pods, whether in front or rear must be a maximum of 1" deep by 1" thick tubing or flat stock only.
2. No inside or outside wings, spoilers, air foils, or wind deflectors are permitted.
3. No double panels that create a wing effect will be permitted.
4. A 1" maximum reinforced lip will be permitted on all lexan, but all specified measurements must still be maintained.
5. All inner sheet metal used must completely cover areas from door to door, quarter panel to quarter panel. No holes or openings are permitted in this area.
6. No vertical fins, air dams, or fairings permitted on the sides or behind the roll cage.
7. Sheet metal must be a flat single plane across the inside of the car with the exception of two stiffening bead rolls or stiffening breaks for the purpose of stiffening the wing only. Bead rolls or breaks may not exceed 1/8" in height and 1/2 inch in width.
8. No covered roll bars are permitted. Sheet metal that is one-piece and part of a body panel bent around tubing (for purposes of protecting the driver or finishing off panel) is not considered an aerodynamic advantage provided it is not to excess.

9. No louvers or holes in the interior or exterior sheet metal are permitted with the exception being the cooling of the radiator, engine, and oil cooler.
10. The floor pan or underpan may not be any wider than the frame, from front to back, and may not have any lips or fins facing downward.

NUMBERS

1. The Track or series handicapper reserves the right to issue or change a car's number to prevent duplication and maintain proper records.
2. Team cars must be clearly distinguishable from one another and use a different number or letter.
3. All numbers and letters will be limited to three digits. If three digits are used, two shall be primary numbers. Numbers are required on roof, nose, rear deck and both doors.
4. All numbers and letters must be a minimum of 18" high on the roof and doors, and 8" high for the rear deck and nose. All numbers and letters must be of equal size and painted or decaled. If numbers "3", "6" or "9" are used make sure that they are distinguishable.
5. Nerf bars must not block visibility of number.

DRIVER NAME (Recommended)

1. Letters of driver's last name must be a minimum of six inches in height and be positioned under, through or above number on both sides of the car

SAIL PANEL (Penn Can Sail Panel cars. See drawing) Maximum dimensions follow

1. Total Height: To be measured from the ground to the highest point. 65"
2. Total length: To be measured from the center of the rear axle.
 - a. 48" from the center line to rear of car
 - b. 12" from the center line forward
3. Maximum vertical lips:

From door up-	2"
From roof down-	2"
4. Degree of angle from vertical lips (upper and lower) to rear plain of drivers seat: 22 degrees
5. Sail panels must mirror size and shape side for side

MODIFIED and SPORTSMAN CHASSIS SPECIFICATIONS: FRAME

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.
2. Frame width is as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
3. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equi-distant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
4. Titanium or carbon fiber materials are not permitted on the chassis.

ROLL CAGE

1. The roll cage must be integral with the frame. All frames built in 2005 and thereafter must have a manufacturers unique serial number plate prominently attached by welding on the left side front roll cage upright. The letters and or numbers shall not exceed 8 in number and be 1/2" in height.
2. Only round steel roll over bars may be used. Front and rear roll bars must be connected at top in a cage type configuration. Two round horizontal side bars on each side are mandatory. The top side bar must be a maximum of 20" below the top roll bar. Proper bracing and triangulation on front and rear roll bars is required. All roll bar bracing must be a minimum of 1 1/2" diameter by .095" wall thickness. A minimum of one diagonal bar across the top of the roll cage is mandatory.
3. The rear main roll bar hoop must be a minimum of 26" measured across from outside to outside of tubing and must maintain that measurement from the bottom all the way to the top of the cage. Bottom of the rear roll bar must be welded to the 2 x 4 frame (no outriggers). The front roll bar must be measured and constructed the same way, except that the allowable taper in the frame rails will govern the width dimension.

4. Only two roll bar diameters are permitted. Roll bars of 1 3/4" diameter require a minimum of .095" wall thickness. Roll bars of 1 1/2" diameter require .120" wall thickness.

SEAT

1. Seat and steering wheel must be centered in the frame.
2. The seat must be a maximum of 16" from the center of the rear end to back of seat bottom..
3. A high back seat made completely from aluminum is mandatory. No fiberglass or carbon fiber materials are permitted.
4. Hans device or its equal recommended by PCS.

RADIATOR

1. Only one (1) radiator permitted and it must be centered squarely, not angled, in front of motor in a vertical position.
2. No plastic or carbon fiber permitted.
3. No auxiliary cooling tanks or catch cans are permitted in driver's compartment.

ENGINE

1. The engine must be centered in the front of the chassis and placed in an upright position.
2. Engine set back: minimum 56", maximum 66" with 1/2" absolute maximum tolerance. Set back will be measured from the center of the front axle to the rear machined bell housing surface of the engine.

TRANSMISSION

1. Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.
2. No overdrive or underdrive transmissions are permitted.
3. No running through reduction gears, transmission must be direct drive to rear end at racing speed.
4. Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
5. Transmission must bolt to the bellhousing.
5. The car must start and move under by its own power.

DRIVELINE

1. No chassis, driveline or suspension components made of carbon fiber are permitted.
2. Two universal joints per drive line maximum.
3. A drive line shield and 2 steel safety rings are mandatory (see safety rules for detailed requirements).

REAR END

1. Competition rears only.
2. No hypoid type rears are permitted. (No 9" Ford type rears allowed)
3. No limited slip type rear ends or hubs are permitted.
4. No lockers or two speed rears are permitted.
5. Rear end must have solid aluminum or steel spool only.
6. Rear spindles may be steel or aluminum only. If aluminum, rear must be a one-piece tube and spindle with a minimum outside diameter of 2 7/8" and maximum inside diameter of 2 1/2".
7. Live rear ends with aluminum or steel axles are permitted.
8. The rear end or chassis must not be offset any more than 4" from center of the inside tire width! This will be measured from the inside of the left rear tire to the inside of the right rear tire, at axle height.

FRONT END

1. The front axle must be straight, one-piece steel tubing only with no camber adjustments.
2. No split axle or dropped axle permitted.
3. All brackets on the front axle must be bolted or welded (no bird cages or slides).
4. Modified type front spindles only.
5. It is recommended that bearing shafts be made of steel.
6. Chassis may not be offset any more than 4" from center of inside tire width, measured from the inside of the left front tire to the inside of the right front tire at axle height.
7. Front wheels must be fully exposed. No fenders are permitted.

WHEELBASE AND TREAD

1. Wheelbase: minimum 106", maximum 110". This measurement will be taken from the center of the rear axle to the center of the front axle, for both left and right sides with a maximum tolerance of 1/2".
2. Tread width Modified and 358-Modified: front - maximum 86", minimum 74".
Rear tread, maximum 86", minimum 80". Tread width Sportsman:

CHASSIS GROUND CLEARANCE

1. There must be a minimum of 2 1/2" ground clearance from the chassis at it lowest point.

2. No metal, lexan, or rubber air dams, fins, spoilers or skirts are permitted under the car.
3. No ground effects cars are permitted.

SUSPENSION

1. No independent suspensions front or rear.
2. No "A" frames or ball joints may be utilized for steering axis (kingpin only).
3. No four wheel steering permitted that is actuated by steering wheel.
4. All suspension systems must be mechanical with no form of hydraulic, air, electrical, radio, or computer assistance for adjustments, in or out of cockpit allowed!
5. No form of traction control is permitted. Braking system included!
6. With the exception of brake bias and the rear panhard, no other form of cockpit adjustment is permitted.

Sportsman: May not have rear panhard cockpit adjustment.

SPRINGS

1. Any form will be permitted (torsion bars, coil-overs, leaf springs, etc.).
2. No carbon fiber or titanium springs are permitted.

SHOCKS

1. Only one shock per wheel.
2. Shocks may not be externally adjustable.
3. External reservoirs are not permitted.
4. Manufacturers must submit shocks for approval 2 weeks prior to being raced.
5. All shocks used MUST be freely available to all competitors. Failure to easily purchase a type of shock could result in those shocks not being permitted.

BRAKES

1. All cars must have four wheel hydraulic brakes in good working condition.
2. No carbon fiber, carbon, titanium, ceramic or aluminum pads or rotors are permitted.
3. On live rear axles, one inboard and one outboard brake assembly is permitted.
4. Brake tests may be conducted throughout the year.
5. Brake bias may be cockpit adjustable.

FRONT BUMPER

1. Must be made from round steel tubing only, with a minimum diameter of 1 1/4" by .095 wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower and at least 1 or 2 vertical braces equally spaced. These rails must have four sockets or supports attached to the frame.
3. The four tubes that support the bumper from the four frame sockets must be horizontal. These rails must also be a minimum of 6" apart and a maximum of 12" measured from top to bottom and maintain that measurement for a minimum width of 24" or a maximum width of 30". It must also have an 18" center measured from the ground up to the middle of the bumper.
4. The front bumper may not extend more than 24" in front of front axle center centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. The bumper must have all rounded ends and no sharp edges.
7. The end bracing tubes of the bumper must be angled in such a way as to prevent the bumper interlocking with another cars bumper.

REAR BUMPER

1. The rear bumper must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness for main bumper and all bracing.
2. It must consist of two rails, an upper and lower, which must have four sockets and horizontal support bars attaching it to the frame. These rails must also be a minimum of 10" apart and a maximum of 16" measured from top to bottom and maintain that measurement for a minimum width of 64" or a maximum width of 86".
3. The rear bumper or any side bars cannot extend past the outside of tire sidewalls on both sides. It also must have an 18" center measured from the ground up to middle of bumper.
4. The rear bumper may not exceed 52" back of the rear axle centerline.
5. No V-shaped bumpers, crash area must be flat and vertical for the full width of bumper.
6. Bumper must have all rounded ends and no sharp edges.

RUB RAILS

1. The rub rails must be made of round steel tubing, with a minimum diameter of 1 1/2" by .095" wall thickness.
2. All bracing must also be a minimum of 1 1/2" outside diameter by .095" wall thickness.

3. Maximum wall thickness must be .095" with no solid bars or ballast added inside.
4. Rub rails must be outside of body panels but may not exceed the outside edge of the tires. The exception is the left rub rail only, which may extend an absolute maximum of 2" outside the left rear tire sidewall.
5. Rub rail ends must be rounded with no sharp edges and bent at a gradual 90 degrees and must protrude a minimum of 6" back in past the body.
6. Rub rails must be a minimum of 50" long, socket to socket.

BUMPERS AND RUB RAILS

1. 5/16" attachment bolts with nylon nuts or PCS approved quick release solid pins are the only permitted fasteners. **NO COTTER PINS!**
2. All 3 rub rail sockets must be pinned or bolted.
3. Front and rear rub rails must have a 360 deg. sleeve 3/8" wide x .095" wall min. welded to the rub rail tube butted up against the support socket to prevent pins from shearing.

FUEL TANK

1. One SFI 28.1/2 or FT3 fuel cell with a maximum of 24.5 US. gallons is mandatory (used for gasoline only).
2. Fuel tank height: 12" minimum from the ground to the bottom of the tank.
3. Tank must be centered inside of the frame rails and be rectangular or square in shape on all sides for measuring capacity. The capacity will be measured as a maximum of 5660 cubic inches using the formula with all sizes of the metal container measured externally in inches: Length minus 1/2" x width minus 1/2" x depth minus 1/2" = no greater than 5660CI.
4. Tank panels may not be bowed out or bellied to increase capacity. No tolerance.
5. Tanks may not be altered in any way to increase capacity. No large or long fuel lines, oversize filter housings or fuel coolers or other to increase fuel capacity.
6. Cars teched before the event will have the opportunity to correct any fuel capacity infraction, time permitting. Cars found with illegal fuel capacity after an event will be disqualified and placed last in that event. All legal cars will move up in position for any applicable points and prize money.
7. Fuel tank must be fully encased in a steel container with a minimum thickness of 20 gauge. An optional aluminum container may be used with a minimum thickness of .060".
8. Fuel tank must be fully foamed with just a minimal cut-out for filler. Cut-out may be no more than 6" wide x 10" long x 7" deep.
9. Fuel lines must siphon from top only.
10. No fuel lines bigger than #10 are permitted.
11. No auxiliary tanks are permitted.
12. No fuel filters with more than 1/2 quart capacity are permitted.
13. Fuel tank vent line must have an inline one-way valve for the prevention of fuel spillage.
14. Only one carburetor fuel log will be permitted and is limited to a maximum outside diameter of 1".
15. **SUNOCO is the exclusive race fuel of PCS and is the only race fuel permitted for use in PCS cars. SUNOCO Race Fuels decals are required to be displayed on each side of all race cars.**

MUFFLERS AND EXHAUST SYSTEM

1. Each car must have one unaltered muffler per bank.
2. Mounting position front to back will be optional however the exhaust must exit past the driver.
3. Each muffler must have a tail pipe no less than 10" long measured off the back of the muffler and must direct the exhaust to the rear of the car only so as to disturb as little dust as possible.
4. No exhaust pipe may face outside the car.
5. Modified - any manufacturer of exhaust header is permitted, but header material is limited to steel or stainless steel from the 300 series.
6. **Approved mufflers mandatory**
7. Header collector extension pipe and tail pipe must not be inserted past the muffler inlet or outlet flange.

BALLAST WEIGHT

1. Any ballast weight used must be mounted within the vertical planes formed by the frame rails, must be securely fastened, and must remain stationary while racing.
2. Weight may be added prior to the event or time trial.
3. No weight pack may exceed 75 pounds.
4. All weight packs must have a minimum of two 1/2" securing bolts/studs of grade 5 or higher. These bolts/studs must be securely anchored to the frame by a suitable clamp.

5. No bolts / studs welded to the frame will be permitted.
6. Clamp around weights are permitted.
7. All weights must be painted white and carry the car number in a legible fashion. White duct tape marked with a wide black sharpie is acceptable for a one race grace period only.
8. No ballast weight may be mounted to roll cage above rear deck.

BATTERY

1. Modified and Sportsman: One American Passenger Car sized battery up to 12 volts is permitted. The battery voltage must not measure more than 14.3 volts.
2. Battery must be mounted inside the frame rails.
3. NO step up transformer or any other device that increases the voltage is allowed.

WHEELS

1. Modified: Only aluminum wheels are permitted. No magnesium, steel, or carbon fiber is permitted. Bleed-off valves are permitted.
2. Rim width restricted to 14" maximum. This is measured from inside of left bead to inside of right bead on the wheel. Wheel diameter limited to 15" only.
3. Beadlocks are permitted. Any wheel or beadlock that is used must maintain a minimum diameter of 11" hole inside beadlock and wheel. Beadlocks may be outside only,
4. No wheel covers will be allowed to be held on by dzeus buttons or similar type fasteners. Only wheel covers that are bolted to the beadlock directly or are part of the beadlock will be permitted. No plastic wheel covers will be permitted. Foam inserts are permitted.

TIRES

1. Left Rear tire: American Racers (Must be stamped) SD44 (27.5x11).
2. Right rear tire: American Racers (Must be stamped) SD 48, (29x11).
3. Left Front tire: American Racers (Must be stamped) SD 33. Right Front Tire (Must be stamped) SD 38.
4. Buffing, cutting, grooving, or siping will be allowed. No tires chemically altered. Tires will be checked with durometer and sniffer on scales after feature events. Tire markings from the manufacturer can not be altered.
5. Locked in tire prices for the season will be posted at the track.

MINIMUM WEIGHTS: Penn Can Speedway Modified Division

Minimum Weights, including driver- no fuel added:

1. **Under 361 cu. in. on gas or alcohol with maximum 750 cfm carburetor: 2400 lbs (tsp)**
2. **Big block or small block over 361 cu. in., Gasoline only - 2500 lbs (tsp)**
3. **Fuel cell mandatory - 24 gal. maximum.**
4. **Track scales are official and no protests are allowed.**

MODIFIED DIVISION ENGINE SPECIFICATIONS

BIG BLOCK-BIG SMALL BLOCK (OVER 358 CI) ENGINE SPECIFICATIONS

(Penn Can Speedway allows various engine combinations. This is a guideline for the more popular. The 10-1 Grandview style motors are not included other than weights.)

ENGINE

1. Only stock OEM American long block (in length) manufactured V-8 engines (GM, Ford, or Chrysler) are permitted.
2. Aftermarket Dart and Merlin cast iron blocks are permitted.
3. No aluminum blocks are permitted.
4. Only normally aspirated engines are permitted.
5. Maximum displacement of 467 cu. in. 396 cu. in will be the minimum displacement permitted! A 10 cubic inch max. limit will be allowed for wear.
6. No reverse rotation engines.

CARBURETION

1. Engine limited to one four barrel carburetor from an established American carburetor manufacturer. A manufacturer, as defined by PCS, as a builder that produces a minimum of 600 units per year.
2. Carburetor not to exceed 4 venturies, 650 or 750 maxium on small blocks over 361 ci and must pass no go gauge.
3. No fuel injection, no nitrous oxide injection, no turbo chargers, or superchargers are permitted.
4. **Holley hp carbs allowed.**
5. No fuel or air may enter by any means other than stock operation of the carburetor.
6. No in-line venturi carburetors.

INTAKE MANIFOLD

1. Optional as to design or manufacturer, but the manifold must allow for the mounting of only one 4 barrel carburetor.
2. Must be cast iron or cast aluminum only.
3. Porting is permitted.

CYLINDER HEADS

1. Optional as to design or manufacturer but must be made of cast aluminum or cast iron only.
2. Any form of porting is permitted.
3. Valve sizes are optional.
4. Titanium valves and retainers are permitted.
5. No hollow stem valves or liquid cooled valves are permitted.
6. Only 2 valves per cylinder are permitted.
7. Only one spark plug per cylinder.

CAMSHAFT

1. Optional as to design or manufacturer but camshaft must be in block in stock location.
2. Chain or belt drives are permitted.
3. No overhead cams are permitted.

PISTONS / RODS / CRANKSHAFTS

1. Only aluminum pistons, with no coatings of any kind are permitted.
2. Any steel or cast iron crankshaft is permitted.
3. Any design, length, or make of steel rods are permitted.
4. No titanium crankshafts or rods are permitted.

IGNITION

1. Any kind of ignition is permitted, as long as it is mechanically driven in the stock position.
2. No crank trigger ignition systems are permitted.
3. Only one ignition coil and one ignition box (amplifier) are permitted on the car.
4. Only one spark plug per cylinder is permitted.
5. Traction control devices are not permitted. Traction control devises that use the brakes are also illegal.
6. Ignition boxes must remain as manufactured with no internal or external alterations. NOTE: Ignition boxes may be swapped or confiscated by PCS at any time.
7. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM

1. Conventional or dry sump may be used.
2. An internal or external pump is permitted.
3. Oil coolers are optional.
4. Only one oil tank and one oil cooler is permitted! Oil pan must be made from steel or aluminum only.

5. Air pumps / vacuum pumps that suck air from the oil pan are not permitted. Oil pan must have a 1" plug on the left side to allow for verification of steel crankshaft and rods.
6. Oil pans will be pulled down only when protested or in the absence of the 1" plug.
7. The oil tank and the oil cooler may be mounted outside the frame rails.
8. Oil tank maximum capacity not to exceed 12 US quarts.
9. Tank and cooler must be fully enclosed by the body and must be securely mounted. See cooler location in minimum specification rules. Excessive bracing used for mounting these items to obtain more left side weight is subject to the discretion of the track inspector.

FUEL

1. Only Sunoco racing fuel is permitted.
2. No nitrous or any other additives are permitted.
3. All fuels are subject to random testing at each track.
4. No electric fuel pumps are permitted.
5. Proof that racing fuel has been purchased at the track may be required by PCS/Race Officials.

358 MODIFIED ENGINE SPECIFICATIONS

ENGINE

1. This class is reserved for North American passenger car V-8 engines with cast iron blocks and iron cylinder heads. An option for Brodix aluminum cylinder heads is available.
2. All engines must maintain stock bore and stroke combinations
 Engine Maximum Overbore C.I.
 Chev 350 C.I 4.00" bore x 3.480" stroke. +.070 = 363
 Chry. 360 C.I 4.00" bore x 3.578" stroke. +.020 = 364
 Chry. 340 C.I 4.04" bore x 3.313" stroke. +.060 = 350
 Ford 351 C.I 4.00" bore x 3.500" stroke. +.060 = 363
3. Engines may not pump more than specified cubic inch.
4. Normally aspirated engines only are permitted. No reverse rotation engines.

BLOCKS

1. Stock OEM and cast iron performance blocks such as Chrysler (R) Block, Chevy Bow-Tie, Ford-SVO, and DART are permitted. NO Aluminum blocks.

2. CYLINDER HEADS. NO SB2 HEADS

CRANKSHAFT

1. Any steel or cast iron crank is permitted providing it maintains stock stroke as manufactured for the engine block used.

RODS

1. OEM stock production or aftermarket solid steel rods are permitted
2. No titanium or aluminum! Maximum rod length will be 6".
3. Engines with longer than 6" rods must meet stock OEM specs.

PISTONS

1. Any make 3 ring flat top aluminum pistons only.

VIBRATION DAMPENERS

1. May be any stock OEM or aftermarket steel or cast-iron only.
2. No fluid or friction dampeners permitted.
3. Must be one piece construction only.
4. No bolts or snap-ring assemblies.
5. Safety snap rings are permitted.
6. Rubber-lined is permitted.

CAMSHAFT

1. Optional as to design or manufacturer but camshaft must be in block in stock location.
2. No gear or belt drives are permitted.
3. No overhead cams are permitted.
4. Roller and or shaft rockers are permitted.
5. Stud girdles are permitted.
6. Lifters must retain stock diameters, angles and positions. Re- bushing for wear is permitted.
7. No lash caps permitted

INTAKE MANIFOLD

1. Any American production cast aluminum single plane manifold that allows for the mounting of one 4 bbl. carburetor.
2. Part and casting numbers must remain visible and may not be removed by grinding or other.
3. Manifold may be ported as seen fit, but no material may be added.

CARBURETION

1. **One 650 or 750 cfm carburetor . Holley HP series allowed.**
2. **The carburetor must maintain stock venturi and throttle bore dimensions.**
3. The carburetor must remain stock in all respects including location.
4. Booster height must remain stock (no cutting or polishing).
5. No visible modifications without disassembly.
6. Go/no-go gauge measurements valid on hot or cold carburetor.
7. Carburetor maximum height measured from bottom of carburetor base to machined horizontal gasket surface of block will be 7" in both front and rear of block.
8. Carburetor modifications permitted are listed below. Any other modification not mentioned is not legal.
 - Holes drilled in the throttle plates for proper idling.
 - Drilling, tapping and plugging of unused vacuum ports.
 - Welding of throttle shaft to linkage arm.
 - Drilling of idle or high speed air correction jets.
 - Milling of center carburetor body metering block surface maximum of .015" on each side.
 - Removal of choke plate and shaft.
 - The jets may be changed as needed.

IGNITION

1. **Ignition boxes must be mounted under hood, not in cockpit. They must be easily removed for inspection!**

NOTE: PCS Management reserves the right to exchange or confiscate ignition boxes at any time.

2. Traction control devices are not permitted. Traction control devices that use the brakes are also illegal. Violators will be suspended from PCS competition for up to one year. Length of suspension to be determined by PCS management
3. Ignition boxes must remain as manufactured with no internal or external alterations. No crank trigger ignition systems permitted! Ignition must be mechanically driven in the stock position.
4. One ignition coil and one ignition box (amplifier) permitted on the car. Only one spark plug per cylinder is permitted.
5. Wiring must remain as designed by box manufacturer.

LUBRICATION SYSTEM

1. **Dry sump system permitted.**
2. Oil may be in a steel pan only.
3. **Oil pan must have 3/4" inspection hole for connecting rod verification on left side of pan. You will be asked to remove oil pan if no inspection hole is present!**
4. No external oil pumps permitted. NO vacuum pumps!
5. No Accu-sumps are permitted.
6. Oil coolers are permitted.

FUEL

1. Only Sunoco racing fuel is permitted for the 358 ported head cars. Commercially available pump gas may be used with the Brodix spec head.
2. No nitrous or any other additives are permitted.
3. All fuels subject to random testing at the track..
4. Fuel pumps must remain in and be driven as stock OEM equipment.
5. No electric pumps are permitted.

602 Sportsman Rules

ENGINES:

1. Only a General Motors Spec. 19258602. I.D. plate must be accessible.
2. Stock Rocker arms that came with motor only.
3. OEM style fan and water pump crank driven.
4. No electric fans and clutch fans.
5. No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
6. Replacement valve spring part # GM10212811

HEADERS:

1. No Tri-Y headers.

DISTRIBUTOR:

1. HEI distributor that comes with motor.

GEAR RULE: Maximum 628

CARBURETOR:

1. One 650 cfm Holley allowed. The only allowed part numbers are Holley 4777 and Holley 80777, or Holley 4150Series 80541-1.
2. CARBURETOR must maintain stock venturie and throttle bore dimensions: primary venture 1 ¼”.
3. CARBURETOR must remain stock in all respects.
4. Booster height must remain stock (no cutting or polishing).
5. No visible modifications without disassembly.
6. Go/no go gauge measurements valid on hot or cold carburetor.
7. Carburetor maximum height measured from bottom or carburetor base to machines horizontal gasket surface of block with 7” in both front and rear of block.

Carburetor modifications allowed are listed. Any other modifications not mentioned are not legal

1. Holes drilled in the throttle plates for proper idling
2. Drilling, tapping and plugging of unused vacuum ports.
3. Welding of throttle shaft to linkage arm.
4. Drilling of idle or high-speed air correction jets.
5. Milling of center carburetor body metering block surface a maximum of .015” on each side.
6. Removal of choke plate and shaft
7. The jets may be changed as needed.

WEIGHTS REQUIREMENTS:

1. Steel wheels: 2375 pounds with driver, without adding fuel.
2. Aluminum wheels: 2450 pounds with driver, without adding fuel.
3. Track scales are official – no protests or appeals allowed on their findings. NOTE: any car found under weight by officials will be completely disqualified for the night.

FUEL REQUIREMENTS:

1. In order to participate in the season ending point fund fuel must be purchased from the track vendor.
2. No nitro or any other additives.
3. All cars are subject to random testing.
4. Any car found with illegal fuel is subject to a fine of disqualification and loss of points.
5. Stock fuel pump only.
6. No oxygenated fuel

In order to be eligible for point fund money, competitors must purchase fuel from the designated fuel supplier of Penn Can Speedway

MUFFLER REQUIREMENTS:

1. Mufflers are recommended

CHASSIS REQUIREMENTS:

1. Only 2 x 4 box frames are permitted between axle centers, front and rear. The 4" side must be vertical. Frame rails must be steel only. All 2 x 4 rails must be .120" wall thickness only. At the discretion of the officials, it may be necessary to drill a 3/16" hole in frame rail for inspection of thickness. No other holes will be permitted. All tubing permitted for the frame rails must be either 1 1/2" dia. x .095" wall or 1 3/4" x .095" wall.
2. Frame width is as follows: Front (at shock towers): 24" minimum, 35" maximum. Rear: 26" minimum, 35" maximum. The minimum frame width at the rear roll bar must be 26". All measurements are to be taken from the outside of the frame rails. These measurements shall be taken at both top and bottom of frame at its longest length. Clips, sub-frames, etc. are considered part of the frame.
3. Minimum length of the 2 x 4 frame rails must start at 14" in front of rear axle centerline and extend to the front of the radiator. All kick up material must be same specifications as the roll cage or frame material. Left and right frame rails (both top and bottom rails) must be equi-distant from the driveline centerline in a vertical plane along the total length of frame. The only exceptions will be the lower left rear frame rail, which will be permitted at 4" maximum indent for suspension clearance, and the two upper frame rails in the engine compartment to allow for the clearance of large cylinder heads.
4. Titanium or carbon fiber materials are not permitted on the chassis.

BODY REQUIREMENTS:

1. "DIRT" style sportsman specifications
2. No sail panels, wings, etc. allowed.
3. Only aluminum or steel will be allowed for all inner and outer body panels.

TRACK TIRE REQUIREMENTS:

1. Left Rear tire: American Racers (Must be stamped) SD44 (27.5x11).
2. Right rear tire: American Racers (Must be stamped) SD 48, (29x11).
3. Left Front tire: American Racers (Must be stamped) SD 33. Right Front Tire (Must be stamped) SD 38.
4. Buffing, cutting, grooving, or siping will be allowed. No tires chemically altered. Tires will be checked with durometer and sniffer on scales after feature events. Tire markings from the manufacturer can not be altered.
5. Locked in tire prices for the season will be posted at the track.

TRANSMISSION

1. Approved North American or Canadian manufactured manual shift transmission only. No automatics are permitted.
2. No overdrive or underdrive transmissions are permitted.
3. No running through reduction gears, transmission must be direct drive to rear end at racing speed.
4. Transmission must have forward, neutral, and reverse gear in good working condition. From a neutral position with the motor running, a car must be able to go forward and backward in a smooth manner.
5. Transmission must bolt to the bellhousing.
6. The car must start and move under by its own power.

REAR END REQUIREMENTS:

1. Conventional quick-change type rear end.
2. No live rear-ends
3. No lockers or 2-Speed rears allowed.
4. No limited slip type rear ends or hubs allowed.
5. No titanium in drive line rotating assembly.
6. No aluminum drive shaft, drive shaft yokes, or crank drive flange.
7. No cut or lightened ring gears.
8. No cut or lightened quick change gears.
9. No mini-Quick Change Rears/V-8 rears allowed.

STARTER REQUIREMENTS:

1. All cars must have a battery. No 16 volt batteries allowed. Maximum voltage 14 volts.
2. All cars must have a self-starter in good working condition.

SHOCKS:

1. No large body or remote reservoir style shocks
2. **Shocks must be approved by PCS \$200 MSLP**
3. No external adjustments other than gas through schrader valve.
4. PCS reserves the right to approve or disapprove any shocks for competition at the speedway.
5. The shock rule established for the 2010 season is for one year only. It is not necessarily the rule followed by other tracks running the crate sportsman. It is meant to give competitor a year to use previously purchased shocks.

WHEELS:

1. Aluminum or Steel wheels only.
2. No carbon fiber or plastic wheels.

MISCELLANEOUS:

1. No In Car adjustments (brake bias okay)

CRATE ENGINE DISCLAIMER:

It is strictly prohibited to tamper with or remove the factory seals on a crate engine. These engines are not repairable, rebuildable, or resealable. In the event that a crate engine should need a repair which requires the removal of one or more of the seal bolts, that engine is now considered unusable and must be removed from competition. A new legal crate engine must be obtained for any further competition at Penn Can Speedway.

Anyone caught tampering with or removing a seal bolt from a crate engine in order to access the internal workings of the engine shall be immediately disqualified, fined \$500, and stripped of all accumulated points up to the time of the infraction. The engine will not be allowed to compete again at Penn Can Speedway.

ANYTHING NOT COVERED IN THESE RULES WILL BE TO THE DISCRETION OF THE TRACK OFFICIALS. TRACK OFFICIALS DECISIONS ARE FINAL.

**These rules are posted here as convenience only. Not responsible for any typos or other copying mistakes.
Call the track office if you have any questions. Make sure you read all safety and procedural rules outlined in the rule book.**

The Street Stock division at the Speedway is an entry-level division with the focus on affordability. The following rules will be strictly enforced to see that the intent of the class is maintained. Any dominant driver may be asked to move to another division of racing at season's end. All drivers must have a valid state driver's license or parent's consent as needed.

ELIGIBILITY REQUIREMENTS:

1. This class is open to 1965 or newer American made full frame cars.
2. No high performance cars, trucks, station wagons, convertibles or front wheel drive cars.
3. Wheelbase must remain within 1" of stock for the make/year of car used.
4. Outside body must be complete, and resemble the factory original.
5. All glass must be removed.
6. Mounted centered over roll cage.
7. No half roofs and no roof spoilers.
8. Bodies must be fully mounted in a safe manner with no external or internal sharp edges.

FORMER PRO/SUPER STOCKS: (To be eligible, the following standards must be met.)

1. Motor must be in original stock location.
2. Motor rules must meet the current street stock specifications.
3. Cars with jacking bolts must have jacking bolts welded in place. No exceptions.
4. Weight and tire rules for the street stock class must be followed.
5. Over-competitive cars may have to add weight.
6. Shocks: Must meet 2014 Street Stock rules

BODIES:

1. Any American made sedan, 2 or 4 door. All cars must have factory stock wheelbase. A 1" tolerance will be allowed. No front wheel drive cars. No sub compact cars. Full frame cars highly recommended.
2. Outside body must be complete.
3. Cars may use aftermarket steel replacement panels, or aluminum, but each panel must retain OEM dimensions and style. Straight panels, homemade, square-looking, or bodies resembling a late model will not be allowed. Inside door panel, inner fender, trunk floor, and dash may be removed.
4. Fenders can be cut 2 inches only for wheel clearance.
5. All glass must be removed.
6. Windshield openings must be covered with 1/2 square wire screen heavy gauge.
7. Floorboards must be complete with all holes patched from front firewall to rear firewall, from outside edge to outside edge of frame rail. Passenger side floor can be removed, must be replaced by either 20-gauge steel or .050 aluminum, from center of hump to passenger side top door bar (must be no higher than straight sloped
8. NO LATE MODEL STYLE COCKPIT.
9. Front firewall must be in stock location, (can be replaced with 20 gauge steel or .080 aluminum plate) and rear firewall and rear window shelf must be sealed off from driver's compartment with at least 20-gauge steel, no holes. All doors must be welded or bolted shut.
10. All cars must look presentable.
11. Seat and steering column must remain in stock location.
12. Sealed hood scoops allowed 3-Inch maximum height but no cowl induction, air boxes or any system of forced air induction allowed. No part of air cleaner can be exposed above hood.
13. Window net is required on driver's side.
14. No cable linkage allowed.
15. All gas pedals must have toe lift.(OEM or aftermarket)

ALUMINUM BODY RULES:

Aluminum bodies will be allowed as an option. Considering the fact that teams may attempt to fabricate their own bodies, the following rules are to be followed.

BODY:

1. Any car not resembling the original body design will not be allowed to compete.

2. No Shoebox bodies.
 3. Speedway technical team may dismiss any car from completion for not maintaining body requirements.
- NOTE: Rules apply to exterior body panels only.

ROOFS:

1. Homemade steel, aluminum, or fiberglass roofs permitted but must be approved by track.
2. Fiberglass roofs must be of short track body dimensions and style.

HOODS:

1. Aluminum (.040 or .050) or steel must cover complete engine compartment.
2. Hood scoops allowed. Maximum 3 inches tall and 21 inches in width.
3. Hood scoops must be closed off with no external openings.

NOSE PIECE:

1. May be OEM or aftermarket replica.
2. Must have nose piece.
3. Must fit body correctly.
4. No late model type flares.

FENDERS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Fenders must resemble OEM fenders.
3. No late model flares.
4. Fenders must cover 90% of tire.

DOORS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Door must be original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.

QUARTER PANELS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. Edges must be rolled or broke for strength and form.
4. Must carry some sort of body lines with fenders and quarter panel in middle of body.
5. No flat panels.
6. Quarter panel must extend 36 inches front centerline of differential to trailing edge of quarter panel. (see diagram)

UPPER QUARTER PANEL:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Panels must match OEM original dimensions (within reason)
3. No solid panels.
4. Must have quarter panel window cut in.

TRUNK LIDS:

1. May be constructed out of .040 or .050 aluminum. (.050 recommended)
2. Must cover complete rear section of car and be removable for inspection.

REAR PANEL:

1. Aftermarket tail piece recommended.
2. For line-up purposes it is recommended car number be clearly displayed on rear of car

SPOILER:

1. May be aluminum or lexan.
2. Maximum height: 5 inches.
3. Spoiler side boards may not exceed 5 inches in height or 6 inches in length and must not extend beyond the main spoiler.
4. Must be tapered from tallest point to lowest point equal on both sides.
5. Spoiler must be non-adjustable.

SEATS / INTERIOR:

1. Aluminum Seat is mandatory, minimum .095" material.
2. No fiberglass, bucket seats, or factory original car seats.
3. Seat must be mounted no further back than 32" from center of rear housing, measured from rear end to bottom of seat back.
4. A 1" inspection hole must be provided in rear firewall at center of seat back bottom location
5. Driver must be protected by a sealed front and rear firewall.
6. Stock firewalls may be replaced with 20 gauge steel or .080" aluminum.

7. Rear window shelf must be completely sealed across entire window base to rear firewall.

8. No sharp edges.
9. Steering column must be aftermarket, but must remain in original location.
10. Aftermarket gas pedals recommended must have toe lift loop.
11. No cable operated throttles allowed.
12. All pedals must be in stock location in driver's compartment.

ROLLCAGE:

1. Complete six point cage with at least main cage a mandatory of 1.5 x 1/8" wall tubing minimum, no black iron pipe. All junctions not meeting safety standards may be required to be gusseted. Minimum of one 1" vertical bar down center of windshield area with entire windshield area covered with 1/2" square steel screen.
2. All cages will be centered on chassis, no LM offsets or severely setback cages.
3. Right side of main cage must be welded down to original frame rail even if an inboard straight rail has been added inside the OEM frame. Cars with main hoop mounted to inboard frame rail section must either add 150 pounds to the middle of the OEM right side frame rail or add auxiliary uprights and X frame door bars up to the height of the door and tie them into the main uprights.
4. All cages must have a minimum of 3 door bars on each side with 4 recommended on driver's side. When only 3 are used on driver's side, there must be sufficient verticals tying them together with gussets.
5. Lowest bar cannot be lower than driver's hip area in seat and top bar must come sufficiently high enough to protect driver's shoulder area.
6. OEM door pillars and rocker panels can be removed but must be replaced with vertical bars tying door bars to main cage, and rockers must be replaced with crush panels that seal off driver's compartment.
7. Nerf bars are optional between front and rear tires, but must be tight to door panel, **with no sharp edges**, and have ends turned inward. Must be securely fastened in at least 2 places to cage and not just to body panels. Nerf bars allowed behind rear tires tying into bumper ends, and must be fastened to frame inside rear fender. Same procedure applies for front corner nerf bars.
8. All nerf bar material must be a maximum of 1.5" OD tubing or square stock.
9. Rusted rear frame sections may be replaced by tubular or square steel anywhere behind rear most suspension mounting point to rear bumper area.
10. No collapsible OEM bumper shocks.
11. All bumpers and bumper support bars must be securely bolted and or welded to frame.
12. All Uni-bodies cars must have sub-frame sections welded in place with both front and rear clips remaining in stock locations and configuration, including strut cars.
13. Bumpers must be securely mounted to frame, with ends enclosed or protected, with a minimum of a loop bar in the center or heavy chain loop for wrecker use.
14. No cowcatcher types bumpers, or severely over built bumpers allowed.
15. Minimum of 1.5" diameter bumper support bar, not to exceed 4" diameter tubing behind stock type bumpers or nose pieces.
16. All interior roll bars within reach of driver will be padded with rollbar padding.
17. No pipe insulation.
18. Window net is mandatory.
19. No old string type nets allowed.
20. TOW HOOKS: Must have tow hooks on front and back, hooks must be easily accessible by tow truck operators without removing hood.
21. Driver must be able to open window net while fastened in car.

SUSPENSION:

1. All suspension components must be stock and used in stock locations for make of car.
 2. Full frame cars can have rear frame from center of rear axle back replaced with 2x3 tubing.
 3. Unibody cars can have the frame replaced with 2x3 tubing from 36" behind centerline of front wheels. 2x3 tubing must go over the rear end housing.
 4. Front frame on all cars can be replaced forward of the steering box and idler arm only (front steer cars) with tubing.
- 25**
5. Aftermarket racing springs allowed but no coil over or coil springs sliders /eliminators, torque arms, or other aftermarket racing suspension components.

6. Coil spring adjuster cups or solid spring cups allowed front and rear but no jacking bolt systems. No method of suspension adjustment can be done from inside or outside the car. Car must have to be jacked up for any adjustments to be made.
7. No drop spindles or aftermarket hubs, or tie rods etc. OEM only.
8. Non stock or aftermarket ball joints and tie rod adjusters allowed. May use aftermarket adjusting sleeve, maximum 4 ½ inch length.
9. A frames OEM stock.
10. Upper A frames may be replaced with a steel shaft tubular A frame. Aftermarket upper A frame mounts allowed in OEM location with a max. 1 inch tolerance. Control arm length of 9 inches MAX. Strut cars can run auxiliary shocks but must disable dampening of original strut shock by drilling and draining fluid.
11. No heim joints used on control arms, tie rods or sway bars. Spindle saver bolt on braces allowed on metric spindles. No Ford or Mopar suspension parts on GM vehicles. No rear swaybars unless factory installed.

DRIVETRAIN:

1. Stock type rear ends only. May be from different size car.
2. Ford 9' floater rears allowed. Components must be steel. (Internal and external)
3. No wide 5 bolt patterns allowed.
4. Rear lower control arm bracket center hole may not exceed 3 1/2" from bottom of axle tube.
5. Welded or locked rears allowed.
6. Spools allowed, no aluminum parts permitted.
7. Racing axles allowed but no ratchet type differentials, Gold Trac, or any other aftermarket traction control devices allowed.
8. Rear control arms may be aftermarket or fabricated. Lower rear must maintain OEM length, and mount in OEM locations.
9. NO slotted holes in either rearend or on frame.
10. Upper control arms may be adjustable and may use bushings or rod ends.
11. Lower control arms may not be adjustable and must utilize stock style bushings.
12. Drive shafts will be painted white and have a minimum of two steel safety hoops near front and rear.
13. No chains, bungee cords or tin strapping.
14. No aluminum drive shafts or half shafts allowed. Minimum 2 inch diameter steel driveshaft.

WEIGHT:

1. All bolt on lead or added weights must be securely mounted, brightly painted, and have car number on it.
2. All cars must weigh a minimum of 3000 lbs after racing with driver, no allowances made for water or fuel.
3. **ROC SERIES/SPECIALEVENTS: JACKING BOLTS WILL BE PERMITTED FOR SPECIAL EVENTS ONLY. THOSE CARS MUST WEIGH A MINIMUM OF 3,250 LBS.**

WHEELS AND TIRES:

1. 8' steel wheels, may be any offset.
2. Aftermarket steel rims highly recommended.
3. Bead locks allowed 2 per car only.
4. No wide 5, aluminum or magnesium wheels.
5. American Racer 70/245 non DOT racing tire is the track tire.
6. No tire softeners or treatments allowed.
7. Grooving or siping is allowed.
8. Minimum of 5 lug nuts per wheel at all times.
9. 1" steel lug nuts mandatory on all four corners with at least 1/2" studs, 5/8 recommended.
10. **ROC SERIES/SPECIALEVENTS: Both rear tires must be the track tire used by the hosting track. Fronts are not mandated and open to driver's choice.**

BRAKES:

1. Must have operable and effective 4 wheel brakes.
2. Dual master cylinder allowed.
3. Front to rear brake bias adjuster allowed.
4. Balance bars are allowed with external or remote adjusters.
5. Right front brake shut off valve allowed may be within reach of driver.
6. All right front brake components must be in place.

7. Rear stock disc brakes allowed, but must be OEM type systems.
8. No aluminum rotors or dual piston calipers.
9. No electric brake shut-off.

SHOCKS:

1. Steel bodied shocks only, must be Non-adjustable, one per corner, mounted in stock location for type of car but can have fabricated rear upper mounts particularly on cars with rear frame sections replaced.
2. Steel bodied after market shocks with welded heim joint ends are allowed on the rear only. Upper and lower mounts may be fabricated. Must be non-adjustable. (Example: No multiple holes)
3. **Front Shocks must be stock type and in stock location.**

TRANSMISSION:

1. Stock automatic or stock manual transmissions only, with all gears working, including reverse.
2. Automatic transmissions must have functional 11" torque convertor with no internal modifications allowed.
3. No hollow converters allowed or any method of creating direct drive systems.
4. Manual transmissions must be OEM production type transmissions. Three or four speed transmissions only.
5. All forward and reverse gears must be in working order.
6. Manual transmission must be operated by manual shifter within reach of driver.
7. Clutch must be single disk, OEM style, minimum 10 ½ inch diameter. No metallic clutch disks allowed.
8. Hydraulic release bearing allowed.
9. Flywheel, pressure plate, clutch disc, and hardware must weigh a minimum of 35lbs.
10. Manual transmission must have full steel 360 degree bell housing.

ENGINE:

1. Engines must remain in stock location with no notching of cross member for fuel pump clearance.
2. Aftermarket solid motor mounts allowed.
3. Chevy Vortex and Ford GT heads not allowed.
4. Cast iron OEM stock production heads only.
5. Non-Performance World Product Stock Replacement Chevy Heads allowed. Part numbers World 043600 or World 043610.
6. Any angle valve job will be permitted as long as it is done on a machine that concentric to the valve guide center. Any amount of valve seats per cylinder head will be allowed to be installed for the purpose of repairing a head.
7. No hand grinding, sanding, blending, or de-burring where a cutter or stone leaves off.
8. Sand blasting, bead blasting, acid dipping, porting, polishing, and welding are prohibited.
9. Stock type steel roller tip rockers allowed, *stud girdles will be permitted and 1.5 or 1.6 roller rockers will be permitted.
10. No BBC rockers or valve train parts on SBC heads.
11. No titanium or aluminum valve train parts allowed.
12. Maximum valve size: intake: 2.02", exhaust: 1.60".
13. Poly locks allowed.
14. Screw in studs and guide plates allowed but must be OEM size and location.
15. No BBC studs in SBC heads.
16. No relieving or unshrouding of valves in combustion chamber.
17. May run double valve springs.
18. Heads must be manufactured by manufacturer of engine block.
19. No aftermarket or bowtie blocks or heads.
20. All factory casting numbers must remain visible.
21. No SVO Ford parts.
22. No aluminum heads or Intakes, even If they were OEM parts.

23. Maximum cubic inch 360. Maximum displacement: GM: 350ci+.060", 4"bore x 3.480" stroke Ford: 351ci+.060", 4" bore x 3.5" stroke Chrysler: 360ci+ .060", 4" bore x 3.578" stroke Chrysler:

340ci+.060", 4.040" bore x 3.13" stroke Blocks may be decked, but piston must not extend above deck at all.

24. Wet sump oil pans only. no windage screens or modified oiling systems.
25. Stock OEM or oval track claimer style oil pans allowed. 1/2" pipe plug must be installed in oil pan for inspection purposes.
26. No remotely mounted oil filters.
27. Block mounts only.
28. No gear drives or belt drive cam system, timing chains only.
29. Flat tappet cams only.
30. No mushroom lifters or lifters larger than OEM for motor.

VORTEC HEAD AND INTAKE OPTION – SECTION A – B

A - HEADS:

1. Stock cast iron heads – no angle plug heads, intake valve 1.94" exhaust 1.5 maximum (exception: Ford/Chrysler maximum 1.6" maximum). Must be stock.
2. Allowable heads must have casting number Vortec heads, stock heads, World Product, or Stock GM heads with 2.02-1.6 valves. Vortec heads will have 1.94-1.5 valves.
3. Vortec heads allowed are: No. 10239906, 12552520 & 12558062 . (No aftermarket Vortec heads).
4. Pined or screw in studs on heads are legal.
5. Push rods, rocker arms & valve springs must be stock type.
6. Any steel roller tip rocker arms allowed.
7. Ball tip pushrods allowed.
8. Any type lock nuts on rocker arms allowed.
9. No shaft rockers.
10. Push rod guide plates allowed.

B - INTAKE:

AIR FILTER:

1. No open air filters through the hood of any kind.
2. Optional aluminum intake for Vortec Head ONLY! GM p/n 12366573, Vortec 2116, **Edelbrock 7116..** You must use BRP 377 carb adaptor.

PISTONS:

1. Flat top pistons only.
2. No domed pistons of any kind.
3. Aftermarket pistons allowed as long as they are stock OEM type. Minimum 1/16" x 1/16" x 3/16" rings only. No Metric rings or gas porting of pistons allowed.
4. Must have at least 2 valve pockets, but piston cannot be fly cut.
5. Floating pistons allowed, but no piston guided rod/pin configurations.

RODS:

1. Aftermarket I beam sportsman replacement rods allowed but rods can be no longer or lighter than stock OEM for the motor being used.
2. No Olds rods in Chevrolet engines.
3. Aftermarket rod bolts allowed.
4. No polishing, lightening, drilling, etc.
5. No aluminum rods.
6. Balancing or bushed rods allowed.
7. No type of H beam rods allowed.

CRANKSHAFT: Crankshafts of stock dimensions, weight, and style, must weigh 50Lb.

minimum. Balancing of rotating assembly allowed. Stock stroke only for make/size of engine. No altering of stock stroke crankshafts allowed.

HEADERS:

1. Cast iron exhaust manifolds, no center dump exhaust, headers are allowed 1 5/8 tube only.

2. Crossovers are allowed but no 180° headers are allowed.
3. No exhaust can run thru driver's compartment.
4. All headers must exit underneath car with exhaust pipes exiting past driver and end before rear tires with no crankcase evacuation type systems.
5. No two into one exhaust or H pipe connections in exhaust systems. Mufflers recommended.

INTAKE:

1. Stock cast iron production 2 Bbl OEM intakes only.
2. No marine, bowtie, TBI or other industrial intake manifolds.
3. No propane intakes allowed.
4. No porting, polishing, or any internal work.
5. No shot blasting, acid etching, or other cover up work allowed.
6. No plenum area work at all other than to mill carburetor mounting surface to remove rust. A 1" tall fiber or aluminum carburetor adapter may be used to adapt to Holley 2bbl carb.
7. No tapered spacers, open spacers, or any adapter modified to allow additional air below carb. butterflies.
8. Adapter hole walls must be straight and parallel to each other with a max. diameter of 1.750" maximum combined height of adapter and gaskets will be 1 1/8" measured from carb. plenum surface to carb. base plate,

IGNITION:

1. OEM style electronic ignition systems only.
2. No aftermarket ignition systems such as MSD, magneto, etc. No traction control, or timing altering devices allowed.
3. No digital tachometers.
4. No crank trigger ignitions or multi coil systems.

COOLING SYSTEM:

1. No aluminum or electric water pumps.
2. Pump mounted fans only, no electric fans.
3. No flex fans or aluminum fans.
4. Any pulleys allowed.
5. Any radiator but must remain in stock location.
6. No duct systems designed to direct air to intake/carb.

FUEL SYSTEMS:

1. Gasoline only. Maximum of 22 gal. fuel cell with foam and rollover valve mandatory.
 2. All fuel lines running thru driver's compartment must be steel braided with no pipe fittings and routed in a safe manner away from exhaust header.
 3. Fuel shut off must be well marked and within driver's reach.
- Mechanical block mounted OEM fuel pumps only.

CARBURETOR:

1. Limited to one stock 4412 Holley 2bbl carburetor. The Holley 4412 HP is also allowed.
2. Carburetors must have choke horn but all choke hardware can be removed. Maximum throttle bore: 1 11/16" (1.687"). Max. venturi diameter: 1 3/8"
3. All carburetors must pass all no-go gauge checks with body, base plate, boosters, throttle shafts, etc all being unmodified and in stock location.
4. No polishing of any part of carburetor.
5. No modifications to pick up air from any source other than through top of carburetor, such as cut gaskets, drilling, etc. Only the following changes may be made to carburetors: jets, power valves, air bleeds, emulsion bleeds, float, needle/seat, pump/cam, idle bypass holes in butterflies, plugging/blocking of vacuum ports, welding linkage to shaft, installing shaft bushings to correct for worn shaft, and boosters may be tightened for safety.

ENGINES:

1. Only a General Motors Spec. #19258602. I.D. plate must be accessible.
2. Stock Rocker arms that came with motor only.
3. OEM style fan and water pump crank driven.
4. No electric fans and clutch fans.
5. No evacuation pumps of any kind. Mechanical, electrical or otherwise not allowed. Engines must pull a minimum of 19 inches of vacuum at idle.
6. Replacement valve spring part # GM10212811

HEADERS:

1. No Tri-Y headers.

DISTRIBUTOR:

1. HEI distributor that comes with motor.
2. Must have MSD Rev Limiter #MSD87286 with 6200 RPM chip. Rev box chip must face up and be taped into the rev box. This must be hooked up and working at all times. If found to be higher than 6200 RPM chip, you will lose purse and points for that event, and a fine of \$500.00 must be paid before racing again.
3. MSD must be out of the reach of the driver. All wiring to REV Limiter box not permitted to be in a harness.
4. All wires must be clearly visible.
5. Rev box must be under hood and be easily removed for tech purposes.
6. No Cockpit mounts. Must be out of reach of driver.
7. Rev boxes may be confiscated or swapped by speedway officials.

CARBURETOR:

1. One 650 cfm Holley allowed. The only allowed part numbers are Holley 4777, Holley 80777, or Holley 4150 Series 80541-1.
2. CARBURETOR must maintain stock venturie and throttle bore dimensions: primary venture 1 ¼".
3. CARBURETOR must remain stock in all respects.
4. Booster height must remain stock (no cutting or polishing).
5. No visible modifications without disassembly.
6. Go/no go gauge measurements valid on hot or cold carburetor.
7. Carburetor maximum height measured from bottom or carburetor base to machines horizontal gasket surface of block with 7" in both front and rear of block.

Carburetor modifications allowed are listed. Any other modifications not mentioned are not legal

1. Holes drilled in the throttle plates for proper idling
2. Drilling, tapping and plugging of unused vacuum ports.
3. Welding of throttle shaft to linkage arm.
4. Drilling of idle or high-speed air correction jets.
5. Milling of center carburetor body metering block surface a maximum of .015" on each side.
6. Removal of choke plate and shaft
7. The jets may be changed as needed.

TRANSMISSION:

1. Falcon/Bert Optional: Falcon #60100 ONLY, Bert #BERLMZ ONLY
2. All other transmissions must follow standard Penn Can street stock transmission rules.

- A) Legal open motor with automatic or standard transmission with clutch as per 2013 rules **2900 lbs**
- B) Legal open motor with aftermarket transmission (Bert, Falcon, Brinn, Etc.) or modified power glide (no converter) or racing clutch (small diameter/light weight) **3100 lbs**
- C) Crate motor with open transmission (Bert, Falcon, Brinn, Etc.) and Four Barrel Carb (650 cfm) **3125 lbs**

Note: All standard transmissions with clutch and flywheel must be equipped with a 360 degree **steel** bell housing

*Bert, Falcon or Brinn transmission equipped cars can use aluminum bell housing. Must be a 360 degree bell housing.

Approved Transmissions:

Bert: P/N BERLMZ

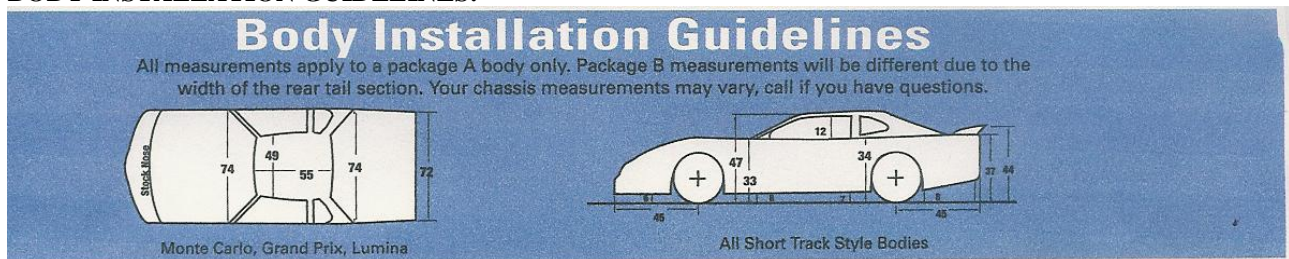
Brinn: P/N 70001

Falcon: P/N 60100

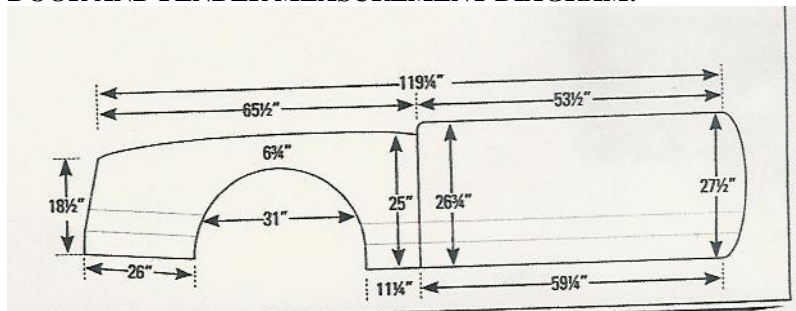
*Weights may be adjusted at anytime if deemed necessary by track officials

These rules are for intended for street stocks that compete at Penn Can Speedway. Please check with your local track before assuming anything.

BODY INSTALLATION GUIDELINES:



DOOR AND FENDER MEASUREMENT DIAGRAM:



Four Cylinder FWD Class Rules
Approved Cars:

1. Any 4 cylinder car with a maximum wheel base of 103 inches.
2. Stock original unibody with full floor, firewalls, trunks & inner fenders.
3. Dash and steering must remain stock for the make and model.
4. No convertibles, station wagons, two seat sport cars, four-wheel drive, independent suspension allowed.
5. Master kill switch mandatory. Must be placed between left side of steering wheel and roll bar. Must be clearly marked

Engine, Transmission, and Rear end:

1. Stock motor for the make and model.
2. Stock carburetor or fuel injection for the motor.
3. Stock transmission for the make and model.
4. Stock rear end for the make and model.
5. Battery must remain under the hood.
6. Must have stock suspension.

Gas tank:

1. **GAS TANK CAN REMAIN STOCK IF IT IS AHEAD OF THE REAR AXLE. IF STOCK TANK IS BEHIND THE REAR AXLE THAN IT MUST BE REMOVED.** A fuel cell or a boat tank (7 gallons maximum) must be mounted in the trunk area, covered and secured properly to replace the tank behind the axle.
2. All fuel lines must be properly secured.
3. Must have firewall between driver's compartment and the trunk area.

Tires and Wheels:

1. Tires and wheels must be stock size for the model of the car.
2. No racing tires or recaps.
3. No aggressive tread design (ex: Blizzard, Snow or Ice Winter Tread).

General

1. Roll Bars **MANDATORY**: A FULL 6 POINT roll cage constructed of mild steel tubing is **RECOMMENDED**. Major tubes **MUST** be 1½ O.D. x .090 wall thickness **MINIMUM**. The major tubes are all tubes in the six-point cage and the driver's door bars. Driver and passenger openings **MUST** have two side bars with uprights. All roll cage bars in driver's area must be padded.
2. All glass must be removed (except windshield) and a screen placed in the windshield area.
3. A window net on the driver door is mandatory.
4. Doors must be welded or chained shut.
5. Approved aluminum racing seat mandatory. Stock drivers seat must be removed. Cars must have 5-point racing seat belt harness, no more than 5 years old, securely fastened with bolts.
6. Approved fire suit, helmet, gloves, and neck brace are mandatory.
7. All cars must be neatly and brightly painted. Dark cars not recommended.
8. Numbers must be painted on both sides of car in a color offering distinct contrast to color of car. Numbers must be legible - 3" wide and 18" high. All numbers will be legible.
9. Front and rear tow hooks **MANDATORY**.
10. Safety is of the utmost importance in this division. Any car deemed unsafe by the technical inspector will not be eligible to compete until safety requirements are met.
11. A minimum weight will be established.

This division is an amateur/trophy division. Drivers may not compete in any other division. Drivers with previous racing experience in any other division are not eligible. Over competitive cars or drivers will be eliminated from competition. Drivers must be fourteen years of age or older.

The following specifications have been prepared by Penn Can Speedway as guidelines for the construction of a Factory Stock car. In conjunction, no warranty of safety is expressed or implied as a result of this publication of rules. These rules are intended as a guide and are in no way a guarantee against injury or death to participants, spectators, or others. Anything not covered by these specifications should be approved by the various track officials and be placed in writing. Continuous developments in auto racing and technology may necessitate changes in these specifications. However, it is our intent to enforce and police these rules throughout the 2016 season. This division is intended to be an economical form of auto racing with the emphasis on racing and participant enjoyment.

Rules for the Stockcar class are as follows:

Must have a full six (6) point roll cage with all safety equipment, five (5) point racing harness and aluminum racing seat. Car must be safely built with a front and rear firewall.

All cars must have front and rear tow hooks installed.

Stock appearing body with steel roof with stock appearing front nose & rear tail sections attached.

One nerf bar per side tight to body allowed.

Stock Factory Chassis - No fully tube chassis - Must have a stock front stub.

Aftermarket front upper control arms allowed, lower arms must be stock and mount in stock location.

Stock bore and stroke, No aluminum heads - One two (2) barrel carb no larger than a stock 4412.

Carb must pass tech with track tech tools.

Engine cannot set any further back than the fuel pump to the "stock Crossmember" - No notching

No aftermarket intake manifolds. Headers will be allowed, exhaust must exit behind driver.

Automatic transmission with working converter or standard transmission with full SFI bellhousing

No aluminum flywheels, No Bert, No Falcon, No Brinn transmissions allowed.

Non-adjustable 4 link rear ends allowed - Ford 9" floaters allowed, No 3 link or torque arm suspensions allowed. Brakes must work, one shock per wheel - No coil overs.

Fuel cells mandatory, must have the foam inserts and roll over valve - 22 gal. max.

May use any size tires up to 235/75/15 DOT road tires. No bigger tires allowed. No Racing Tires -

No Snow Tires, No Truck Tires, No Re-Caps, No Beadlocks - Street legal tread only - Grooving allowed.

Max. 8" steel wheels with any backspace. Weight 3000lb.s min.

Rule Adjustments Will Be Made Throughout The Season "If Needed"

Please read all the safety and procedural rules as they do apply to you.

ROLL CAGE:

1. Roll cage must use 1-1/2 by .095 wall minimum tubing.
2. The cage must be welded to the frame of the car, extend at least two inches above driver's head and include 3 bars on the driver's side, 2 bars on the right side, a bar connecting the front post immediately above or below the steering column, and rear supports from the back top of the cage to the rear frame of the cage behind the rear axle.
3. All bars near the driver must be covered with padding.
4. Also must have 1" bar down center of windshield.

NERF BARS:

1. Nerf bars are optional between front and rear tires.
2. One pipe only.
3. Must be tight to body and securely fastened on both ends to behind rear tire.
4. Nerf bar must attach to frame and bumper.

5. No sharp edges allowed.

APPEARANCE:

1. Car must be in neat appearance, body damage must be repaired, and hood and trunk must be removable for inspection.
2. Interior must be gutted and free of all cloth and sharp edges.
3. All doors must be welded, chained or bolted shut.
4. Headlight and taillight holes must be covered with metal.
5. All cars should be neatly painted w/ numbers painted 18" high on sides and 24" high on roof, and all numbers to be 3" thick.

WINDSHIELD:

1. All glass and chrome will be removed.
2. Cars must have full screen in place of windshield (must be made of 1 1/2 inch square wire screen or heavy gauge).

SEATBELTS:

1. Shoulder harnesses are mandatory at all times and must be tight. Shoulder harnesses must be securely fastened to the frame of the cage and not to the floorboards or sheet metal components of the car.
2. All mounts should be in direct line with the directional pull.
3. Bolts may not be inserted through belt webbing for mounting.
4. It is mandatory that you have a quick release, five point racing harness. Crotch belts are mandatory.
5. Arm restraints recommended.

SAFETY EQUIPMENT:

1. Rules apply at all times car is on track. Snell-rated SA2000, SA2005 or SA2010 helmet required.
2. Roll bar padding required in driver compartment (Fire retardant recommended).
3. SFI-approved full fire suit required.
4. Fire retardant gloves and neck brace (or head and neck restraint) required.
5. Right and left seat head supports required if using head restraint system with no neck collar. Recommended: Fire retardant head sock and underwear.
6. Window net mandatory

BATTERY:

1. If the battery is mounted in the driver's compartment it must be securely mounted and covered in a manner that will not allow it to leak or dislodge in an accident.

FUEL CELL and LINES:

1. Approved fuel cell required must be fastened in the trunk of car to the frame of cage.
2. If fuel lines are run through inside of car must be inside of conduit.

FUEL:

1. Gasoline Fuel only, no alcohol or other fuels allowed.

MUFFLERS:

1. Mufflers are recommended on all cars.

BRAKES:

1. Cars must have four wheel working brakes.

FIREWALLS:

1. Front and rear firewall and rear window shelf must be sealed off from drivers compartment with at least 20 gauge steel, no holes.

All cars are subject to inspection at any time and must be free of mechanical defects and in safe running condition. NO PROTESTS are allowed!

2015 Crate American Racer Series – CARS Technical Rule Book

TECHNICAL RULES & REGULATIONS

Any driver and/or car owner that violates any technical rule as presented within the rulebook and/or issued in a written bulletin will be subject to disqualification and/or fine and/or suspension and/or loss of points and/or any other action deemed appropriate by CARS Series Officials.

ENGINE:

1. GM PART NUMBER 88958602 & GM PART NUMBER 88958604.
2. THESE ENGINES ARE SEALED AT THE INTAKE MANIFOLD, CYLINDER HEAD, FRONT COVER, AND OIL PAN WITH SPECIAL TWIST OFF BOLT HEADS ORIGINALLY FROM GM, CRATE USA AND FASTRAK SEALS ALLOWED. (Note: RUSH seals permitted on GM 602s). NO RM BOLTS. FOR ANY OTHER SEALING SYSTEM, CONTACT RUSH FOR APPROVAL. CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.
3. THE SEALED ENGINES MUST REMAIN INTACT AND NOT BE TAMPERED WITH; ANY SEALS THAT HAVE BEEN REMOVED OR TAMPERED WITH WILL MAKE THE ENGINE ILLEGAL AND NOT ELIGIBLE FOR COMPETITION. THE PENALTY FOR ANYONE TAMPERING WITH SEALS, MODIFYING ANY INTERNAL ENGINE PARTS, CHANGING THE PARTS FROM STOCK AS DELIVERED SEALED FROM THE FACTORY WILL BE SUBJECT TO EXPULSION FROM RACING WITH THE CARS.
4. NO CHANGES ARE ALLOWED TO THE ENGINE - INTAKE MANIFOLD, HEADS, VALVE COVERS, FRONT COVER, OIL PAN, HARMONIC BALANCER OR ANY OTHER PART / OR PARTS ON / OR IN ENGINE.
5. In some cases that original factory cylinder heads and valve springs do not meet the required correct install height. To correct this, shimming will be allowed to meet the correct install heights listed in the chart below. These updates will be published in a forthcoming version of the GM Technical/ Specification Manual.

Valve Spring Specifications – New Description 88958602 88958603 88958604 Valve Spring P/N 10212811 12551483 12551483 Valve Spring P/N -set of 16 n/a 12495494 12495494 Diameter (+/- .010") (A) 1.250" 1.340" 1.340" Free Height (+/- .015") (B) 2.021" 2.154" 2.154" Installed Height (Ok to shim to proper height) (C) 1.70" 1.780" 1.780" Pressure @ Installed Height (+/- 5 lbs) (D) 80 lbs. 110 lbs. 110 lbs. Open Height (E) 1.270" 1.300" 1.300" Open Pressure (+/- 10 lbs) (F) 195 lbs 270 lbs. 270 lbs. Coil Bind (G) 1.20" 1.21" 1.21" Wire Diameter .177" .178" .178"

6. New Beehive (blue) Valve Springs:

Valve Spring Specifications – New (Blue) Beehive Valve Spring Description Engine 19318604 Fast Burn Cylinder Head 19300955 Valve Spring P/N -16 12625033 Valve Spring P/N –Retro Conversion Kit 19300952 Diameter Top (+/- .008") 1.060" Diameter Bottom (+/- .008") 1.270"

-35-

Free Height (+/- .015") 2.122" Installed Height (Ok to shim to proper height) 1.780" Pressure @

Installed Height (+/- 5 lbs) 98 lbs. Open Height 1.300" Open Pressure (+/- 13 lbs) 264 lbs. Coil Bind 1.210" Wire Diameter Ovate

7. NO VACUUM PUMPS.

8. ALL CRATE ENGINES MUST REMAIN STOCK AS THEY CAME SEALED FROM THE FACTORY.

CRATE ENGINES MUST NOT BE ALTERED, MODIFIED OR CHANGED FROM FACTORY SPECS.

9. ENGINE'S GM SERIAL NUMBER AND WHEN APPLICABLE CRATE USA BUILD CERTIFICATION NUMBER, MUST BE CLEARLY VISIBLE TO SERIES TECHNICAL INSPECTORS.

10. CARS Officials reserve the right to technically inspect, exchange and/or confiscate any GM Crate Engine at any time. Failure to surrender the engine and/or submit the engine for inspection equals disqualification for the night's event (loss of points and money), loss of all Series points to date and possible suspension.

11. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS INSIDE THE SEALING SYSTEM OF THE ENGINE WILL equal disqualification for the night's event (loss of points and money), loss of all Series points to date and possible suspension.

AFTER THE SUSPENSION PERIOD, THE DRIVER AND/OR OWNER CAN ONLY COMPETE IN SERIES' EVENTS WITH AN ENGINE EQUIPPED WITH ORIGINAL FACTORY GM SEALING BOLTS, OR CRATE USA SEALS FROM AN AUTHORIZED REBUILDER APPROVED AND, AUTHORIZED BY CRATE RACIN USA OFFICIALS. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION. ALL DECISIONS ARE FINAL.

For subsequent violations in regard to any illegal modification to any GM Performance Parts Crate Engine an indefinite suspension will be issued.

12. ANY VIOLATION OF THE ENGINE RULES AND/OR FACTORY SPECS "OUTSIDE THE SEALING BOLTS" OF THE ENGINE WILL RESULT IN THE DRIVER AND/OR CAR OWNER BEING DISQUALIFIED FROM THAT EVENT (LOSS OF POINTS AND MONEY). AT THE SERIES DISCRETION, DRIVER AND/OR OWNER MAY BE SUSPENDED FROM SERIES COMPETITION FOR UP TO 30 DAYS, AND FINED UP TO \$500. DRIVER AND/OR OWNER WILL BE NOTIFIED IN WRITING OF SERIES DECISION, ALL DECISIONS ARE FINAL.

ENGINE SETBACK:

1. ENGINE SETBACK WILL BE 6" FROM CENTER OF TOP BALL JOINT TO THE #1 SPARK PLUG WITH A 1- INCH TOLERANCE ON ENGINE SETBACK. THERE WILL BE A 50-POUND PENALTY FORWARD OF THE MOTOR PLATE FOR EACH 1/2-INCH OF SET BACK BEYOND SEVEN (7) INCHES OF ENGINE SETBACK. NO CARS WITH MORE THAN AN EIGHT (8) INCH ENGINE SETBACK WILL BE ALLOWED TO COMPETE.

CARBURETOR:

1. One four-barrel carburetor only. The 604 and 602 Chevrolet Performance Circle Track engines perform best with a quality 650 CFM Carburetor. Any 750 CFM or smaller carburetor allowed; must have 1 11/16" base plate maximum.

2. ENGINE MUST BE NATURALLY ASPIRATED.

3. 604 - MAY USE ONE CARBURETOR SPACER (1 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR.

4. 602 - MAY USE ONE CARBURETOR SPACER (2 INCH-ONE PIECE WITH .040 TOLERANCE MAXIMUM) AND TWO STANDARD PAPER GASKETS (MAXIMUM 0.070 INCH THICK), ONE GASKET BETWEEN INTAKE TO SPACER AND ONE GASKET BETWEEN SPACER TO CARBURETOR

-36-

DISTRIBUTOR:

1. ANY ELECTRONIC DISTRIBUTOR-TYPE IGNITION SYSTEM. NO CRANK TRIGGER, DISTRIBUTORLESS MULTI-COIL, OR MAGNETO IGNITION SYSTEM.

STARTER:

1. ALL CARS MUST HAVE STARTER IN WORKING ORDER.

WATER PUMP:

1. CAST OR ALUMINUM PERMITTED. 2. NO ELECTRIC WATER PUMP.

EXHAUST:

1. COLLECTOR TYPE HEADERS REQUIRED. MUST HAVE FOUR (4) TUBES INTO ONE (1) COLLECTOR OF A CONSISTENT DIAMETER.

2. MUFFLERS NOT REQUIRED UNLESS TRACK MANDATES. WHEN MANDATED MUFFLER'S MUST HAVE SOME TYPE OF INTERNAL NOISE DAMPENING CHARACTERISTICS, BAFFLES, EXTRUDED HOLES, SCREEN, CHAMBERED, ETC. MUFFLER'S MUST MEET LOCAL SPEEDWAY'S NOISE DECIBAL REQUIREMENTS.

3. NO TRI-Y HEADERS OR MERGED HEADERS ALLOWED

4. NO SQUARE-TUBE HEADERS ALLOWED

FUEL/FUEL CELL/FUEL PUMP:

1. AN APPROVED FUEL CELL (32-GALLON MAXIMUM) MUST BE SECURELY MOUNTED IN THE TRUNK AREA OF THE CAR, INSIDE A .20 GAUGE METAL BOX SUPPORTED BY A MINIMUM OF TWO 2" BY 1/8" STEEL STRAPS. 2. ALL FUEL CELLS MUST BE COMPLETELY VISIBLE FROM REAR OF CAR. 3. Gasoline or racing gas only. E-85, Ethanol is legal and can be checked for content (see #4 for specifics). NO methanol, NO alcohol, NO nitrous oxide, NO propylene oxide or chemical additives. Gasoline must have a specific gravity of less than .760. Any fuel with a specific gravity of .760 or greater will be disqualified. 4. E-85 fuel is allowed. Fuel must check 85% Ethanol with a 5% maximum variance (maximum 90% Ethanol). Season blends at the pump vary greatly for street cars. For best performance and the fewest problems, make sure E-85 meets this spec. It is your responsibility to know what you're putting in your fuel tank. E-85 testers are readily available and easy to use to insure you're within the rules. E-85 fuel testers can be purchased from your local race parts distributor. Quick Fuel and Willy's have very affordable testers ranging from \$16-25.

E-85 must remain a natural, clear color; any sample taken of any other color will be tested as gas.

E-85 engines must have a smooth idle like everyone else. Make sure carburetor is properly adjusted. Any car with erratic idle may not be allowed on the track until properly adjusted.

5. It is the racers' responsibility to know what he or she is putting in the fuel cell. Series reserves the right to check fuel anytime.

6. PENALTIES FOR FUEL VIOLATIONS OR FAILURE TO ALLOW FUEL SAMPLE TO BE TAKEN: Disqualification from event (loss of points and money) in addition to other possible penalty.

ALL DECISIONS ARE FINAL.

7. MECHANICAL FUEL PUMP ONLY, CAM DRIVEN OR BELT DRIVEN, NO ELECTRIC FUEL PUMPS.

ENGINE PROTESTS/SELECTION:

1. The protest fee for a complete teardown of an engine that finishes the A main in the top five is \$900, and must be made by a driver/owner that finishes in the top five. \$300 of protest fee will go to Series or Track and the remaining \$600 will go to the winner of the protest.

2. Protest and fee in cash must be made to a CARS Tech Inspector, Race Director, or Track Tech Inspector within 10 minutes of the completion of the feature. Protest cannot be withdrawn once it has been declared.
 3. At any time an engine is protested and driver/car owner accepts protests and agrees to tear down, the engine being protested must be removed and impounded by Series/Track right then. Protested engine will be tagged by CARS Official, Race Director, or Track Tech Inspector to insure that it has not been tampered with and it is the same engine. Any refusal at this point for any reason will result in disqualification, \$1,000 fine, and 365-day suspension. If the engine is found to comply with all applicable rules, then driver/owner will be awarded all money and points earned for each event.
 4. Any CARS-sanctioned race track and/or CARS Director(s) are authorized to call for an engine inspection or tear down at any time. Tear down and inspection will be performed by CARS Tech/Competition Director. If this happens, Track/Series will remove engine at race track and impound until inspection day can be arranged for all parties involved. (See paragraph number four for procedures if selected car is to race in successive events.)
 5. At this time, the feature finish will be frozen until inspection is complete. If at that time any competitor chooses to accept their pay before tech process is completed, they CANNOT receive any additional monies, but finishing position and points would be adjusted accordingly.
 6. Failure and/or refusal to tear down an engine and/or for your race car to be inspected by Series at any time will result in a 365-day suspension and \$1,000 fine.
 7. Only 3 people from protested car (preferably car owner, driver, and crew member) and 1 person designated from the team protesting will be allowed in the tech area during a protest. Protestor must be present during the entire teching procedure. Protestor and protested car owner and/or driver along with their protested sealed parts/engine must be present at designated time and place determined by CARS Official.
 8. Engine infractions "within the bolts" can result in a \$1,000 fine, 365-day suspension, and loss of all points to date for both driver and car owner (if different from driver). Additional fines may be assessed if protested or selected engine for teardown was permitted to compete in consecutive events.
 9. In the event that the series confiscates engine, for inspection, and said engine is found to be legal, and comply with the all the rules, the "Series" will provide a full GM gasket set, and the seals to reassemble engine at no charge to the authorized rebuilder and engine owner. If engine is protested by another racer for inspection, the engine owner is responsible for all expenses required for reassembly.
- In the event of a protest, the party that protested also agrees to accept final ruling on decision and has no legal rights thereafter.*

BODY

1. CRATE RACIN' USA AND FASTRAK BODY RULES WILL APPLY. NO RAISED OR GURNEY LIPS OF ANY TYPE ALLOWED ON BODY. NO TUNNELLING OF ANY TYPE ALLOWED UNDERNEATH BODY, ALONG FRAME, OR AROUND FUEL CELL AREA. A STONE SHIELD FOR REMOTE OIL FILTER OR TRANSMISSION IS ALLOWED, 24" X 24" MAXIMUM LOCATED NEAR REAR ENGINE PLATE. (See illustrations at the end of this Rulebook for further body specifications).

2. 8" spoiler rule

3. THE AEROTECH DOMINATOR NOSE PIECE IS ALLOWED.
4. Deck height: may be dropped no more than a maximum of 4 inches below the door; and must be enclosed at firewall.
5. NO mirrors.
6. NO radios.
7. RACEceiver is mandatory at all Tour events and may be mandatory at Weekly events (see each track's rules). Transponders are mandatory at tracks and events that require them.

FRAME:

1. ALL FRAMES MUST BE OF STEEL CONSTRUCTION. Note: Aluminum, titanium or other 'exotic' material is not permitted on any part of the frame.
2. SQUARE OR RECTANGULAR FRAME MUST HAVE A MINIMUM OF 2" BY 2" MATERIAL, .083 WALL THICKNESSES.
3. ROUND TUBE FRAME, TUBING MUST HAVE A MINIMUM OF 1-3/4" OUTSIDE DIAMETER, .083 WALL THICKNESSES.

WHEELBASE:

1. Minimum wheelbase will be 102".

ROLL CAGE:

1. ALL CARS MUST HAVE A SUITABLE STEEL ROLL CAGE PROTECTING THE DRIVER'S COMPARTMENT, INCLUDING HEADREST. (Note: Titanium or aluminum is not permitted)
2. SIDE ROLLBARS ARE MANDATORY, AND MUST EXTEND INTO THE DOOR PANELS. A MINIMUM OF THREE (3) BARS MUST BE ON THE LEFT SIDE.
3. EACH BAR MUST BE AT LEAST 1 - 1/2" DIAMETER, WITH A MINIMUM MATERIAL THICKNESS OF .083".
4. ROLL CAGES MUST BE WELDED TO FRAME.

SAFETY:

DRIVER SAFETY IS THE DRIVERS RESPONSIBILITY! THIS IS NOT THE AREA OF THE RACE CAR TO TRY AND SAVE MONEY, ANY MONEY SPENT ON DRIVER SAFETY WILL ALWAYS BE WELL WORTH IT!

1. ALL CARS MUST HAVE 3" SEAT BELTS WITH SHOULDER HARNESS AND MUST BE ATTACHED TO ROLL CAGE. 3 YRS MAXIMUM AGE STRONGLY RECOMMENDED.
2. It is highly recommended all cars be equipped with either a 2-lb ABC fire extinguisher or a 5-lb. Halon System.
3. Hans, Hutchens, and/or similar safety restraint are highly recommended.
4. ALL DRIVERS MUST WEAR A COMPLETE FIRE SUIT.
5. GLOVES ARE NOT REQUIRED, BUT HIGHLY RECOMMENDED.

TRANSMISSION:

1. MUST HAVE AT LEAST ONE FORWARD AND ONE REVERSE GEAR IN WORKING ORDER.
2. NO STRAIGHT DRIVES OR IN AND OUT BOXES.
3. DRIVE SHAFTS MUST BE PAINTED WHITE - CARBON FIBER DRIVE SHAFTS ARE LEGAL.
4. BALLSPINE TRANSMISSIONS-STRONGLY RECOMMENDED TO RUN CARBON FIBER DRIVE SHAFT ONLY! *(This is for your safety)*

REAR ENDS:

1. Titanium moving parts with rear end including wheel studs is prohibited.

BRAKES:

1. STEEL BRAKE ROTORS ONLY--NO CARBON FIBER BRAKES, TITANIUM BRAKES OR OTHER EXOTIC MATERIAL BRAKE SYSTEMS.

WHEELS:

1. ANY BRAND OR TYPE OF WHEEL ALLOWED MUST BE MOUNTED WITH LUG NUTS; however, carbon fiber or titanium wheels are not permitted.
2. NO KNOCK-OFF OR CENTER LOCK WHEELS.
3. MAXIMUM WHEEL WIDTH - 14".

TIRES

1. ***MUST USE 4 AMERICAN RACER CRATE TIRES TO BE ELIGIBLE FOR CARS POINTS OR AWARDS.***

2. ***All other drivers must use 2 AMERICAN RACER CRATE TIRES on the LR and RR positions***

RR – 92/11.0-15BT CRATE 44

RR – 29.0/11.0-15BT CRATE 53

LF, RF, LR - "Newly Designed" 88.0/11-15BT CRATE 44/53

Grooving and siping allowed only on 53 compound

1a. Drivers may use any other Rush/Fastrak crate series (FT 200, FT400, D-21, D-55) approved tire on the LF and RF positions but will not be eligible for CARS points or awards.

Altering tires by any means of needling or chemical treating is strictly prohibited!

Note: Newly-sanctioned speedways will be permitted a burn-off period of four completed events for previously allowed tires.

2. Series may take physical samples and/or use the "Sniffer" to insure that no competitor has employed any chemicals to alter the performance of his or her tires. At the sole discretion of race officials, any competitor may have his or her tires tested with the "Sniffer" for both internal and external introduction of chemicals or be required to allow samples to be taken for later submission to an independent laboratory, or both. Tire samples not conforming to manufacturer's submitted factory benchmark will be deemed illegal.

3. IT IS THE DRIVERS RESPONSIBILITY TO KNOW WHAT IS ON THEIR RACE CAR AT ALL TIMES. ANY USED WHEELS OR TIRES THAT MAY BE SUSPECT BY THE DRIVER SHOULD NOT BE USED. THE DRIVER OR A CREW MEMBER MAY BE IN TECH AREA TO VIEW WHAT IS BEING TESTED, BUT WILL NOT BE ALLOWED TO VIEW "THE SNIFFER" READINGS. THAT INFORMATION IS THE SOLE PROPERTY OF CARS, AND DRIVERS WILL BE NOTIFIED SIMPLY IF THEY PASS OR FAIL.

4. IF "THE SNIFFER" DETERMINES THERE IS AN UNAPPROVED CHEMICAL PRESENCE WHETHER INSIDE THE TIRE, WHEEL, OR OUTSIDE THE TIRE, OR WHEEL, DRIVER(S) WILL BE DISQUALIFIED FOR THE REMAINDER OF THE RACING EVENT. TIRE(S) IN QUESTION WILL BE CONFISCATED, AND DRIVER/AND OR CAR OWNER MAY BE FINED AND COULD BE SUSPENDED AT SERIES OFFICIALS DISCRETION. DRIVER AND OR CAR OWNER WILL BE NOTIFIED IN WRITING OF DECISION, ALL DECISIONS ARE FINAL.

ANY TIRE THOUGHT TO BE PHYSICALLY DEFACED OR ALTERED WILL BE CONFISCATED. WHILE TIRE IS IN QUESTION ALL MONEY, AND POINTS FOR THAT DRIVER WILL BE HELD UNTIL A RULING IS MADE FINAL. ANY TIRE DEEMED TO HAVE BEEN PHYSICALLY DEFACED OR ALTERED WILL RESULT IN THE FOLLOWING:

WARNING: LIAS TIRE AND AMERICAN RACER TIRE STRICTLY FORBIDS ANY CHEMICAL ALTERATION OF THE TIRE CARCASS AND/OR TREAD COMPOUND, SUCH AS TIRE SOAKING OR USE OF TREAD "SOFTENER."

WEIGHT:

1. GM CRATE ENGINE #88958602 – 2300 LBS. 2. GM CRATE ENGINE # 88958604 - 2350 LBS 3. ATTACHED WEIGHT MUST BE SECURELY BOLTED TO FRAME WITH 1/2" OR LARGER BOLTS. WEIGHT MUST BE PAINTED WHITE WITH CAR NUMBER DISPLAYED. PENALTY FOR LOSING ATTACHED WEIGHT ON THE RACE TRACK IS DISQUALIFICATION FROM THE EVENT.

EXOTIC MATERIALS:

NOTE: All exotic materials are illegal, which includes titanium and/or carbon fiber. EXCEPTION: As noted above, carbon fiber driveshafts are legal for safety purposes.

INSPECTION:

All cars may be subject to technical inspection at any time. Any driver fails to cooperate and/or allow an inspection of his car at any time will be subject to disqualification and/or fine and/or suspension and/or any other action deemed appropriate by the CARS Officials.

IMPORTANT NOTICE.

RACE TRACK OFFICIALS RESERVE THE RIGHT TO REJECT ANY ENTRANT FOR ANY REASON THEY DEEM NECESSARY AND APPLICABLE. ALL PARTICIPANTS ARE TO CONDUCT THEMSELVES IN A MANNER THAT REFLECTS FAVORABLY ON THE SPORT OF AUTO RACING. FOUL OR ABUSIVE LANGUAGE WILL NOT BE TOLERATED.

THE MANAGEMENT RESERVES THE RIGHT TO CHANGE ANY RULE OR RULES THEY FEEL IS NECESSARY. THE INTERPRETATION AND INVOKING OF THE RULES PUBLISHED HEREIN SHALL BE DETERMINED BY PENN CAN SPEEDWAY OFFICIALS ONLY IN THEIR PROFESSIONAL DISCRETION.